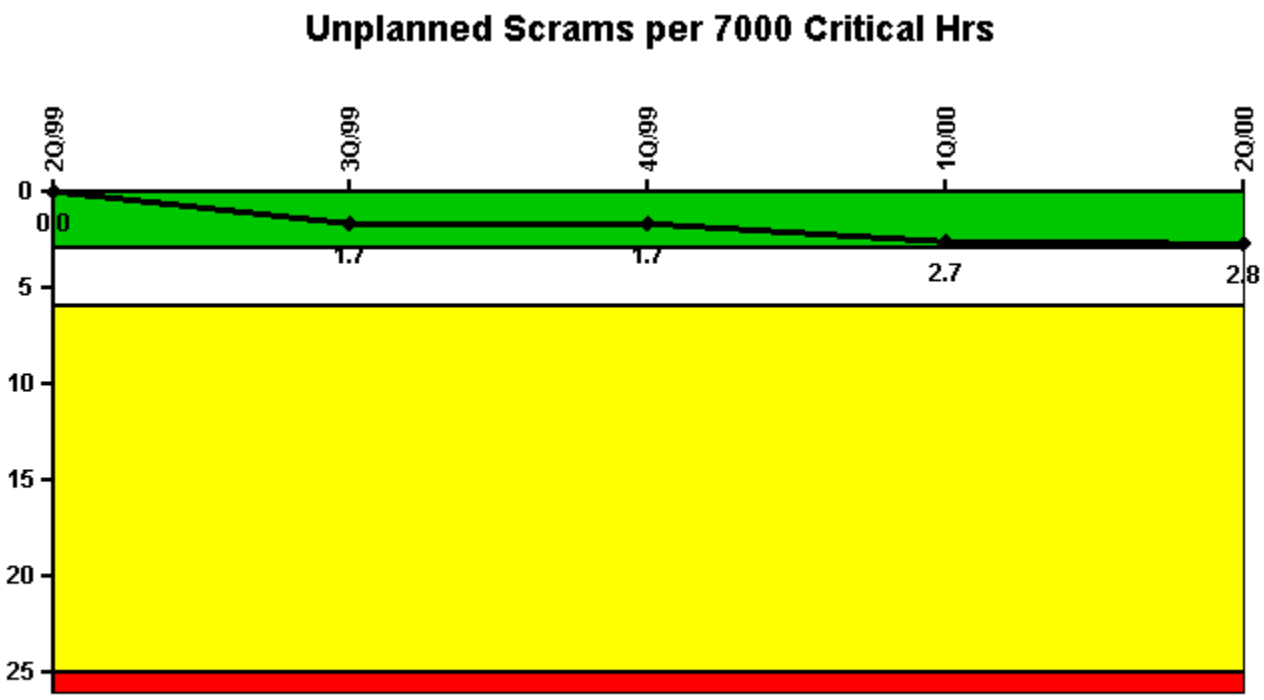
Calvert Cliffs 1

2Q/2000 Performance Indicators

Licensee's General Comments: none



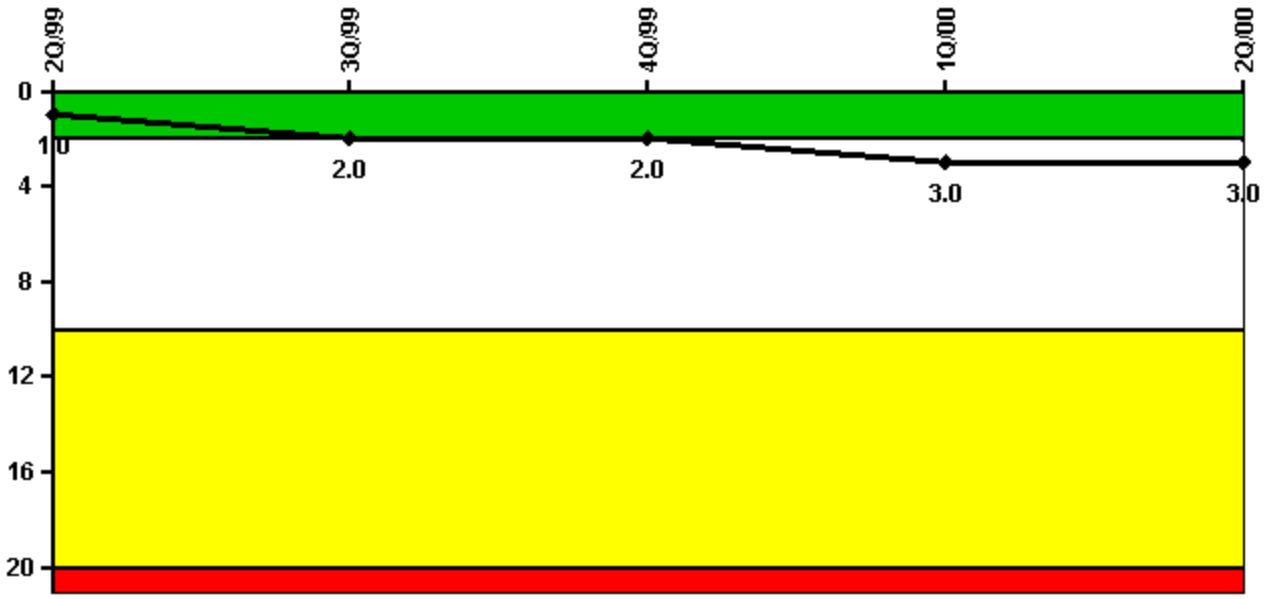
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

Notes

Unplanned Scrams per 7000 Critical Hrs	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Unplanned scrams	0	2.0	0	1.0	0
Critical hours	2009.3	1954.0	2209.0	1649.1	1634.4
Indicator value	**0**	**1.7**	**1.7**	**2.7**	**2.8**

Licensee Comments: none

Scrams with Loss of Normal Heat Removal



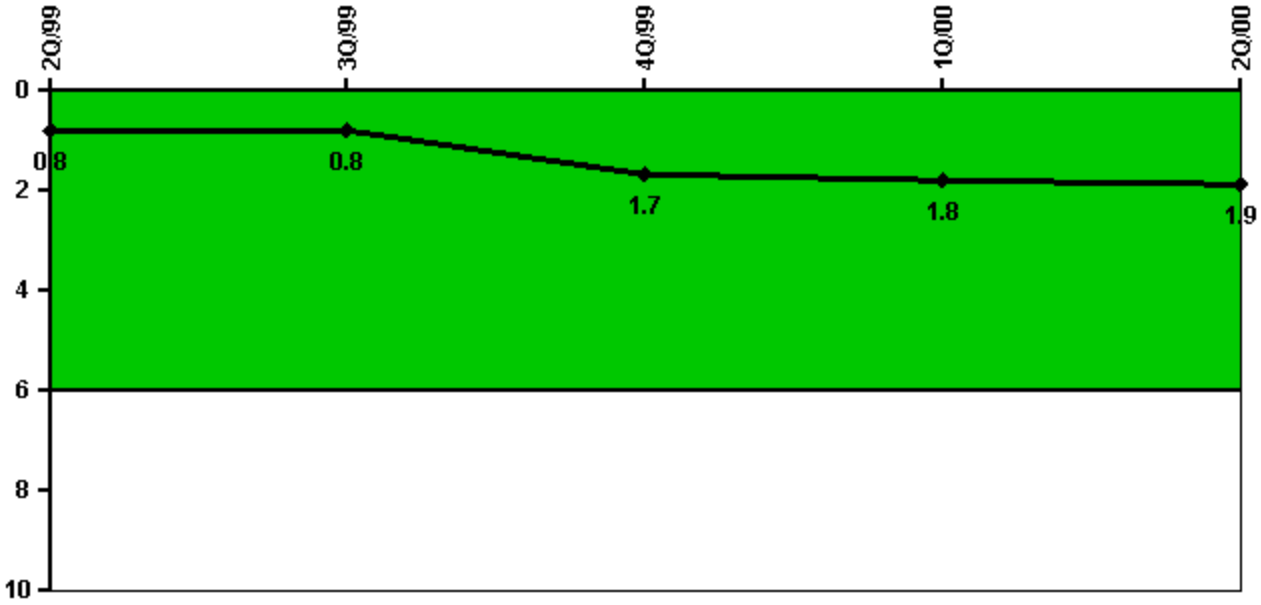
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

Notes

Scrams with Loss of Normal Heat Removal	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Scrams	0	1.0	0	1.0	0
Indicator value	**1.0**	**2.0**	**2.0**	**3.0**	**3.0**

Licensee Comments: none

Unplanned Power Changes per 7000 Critical Hrs



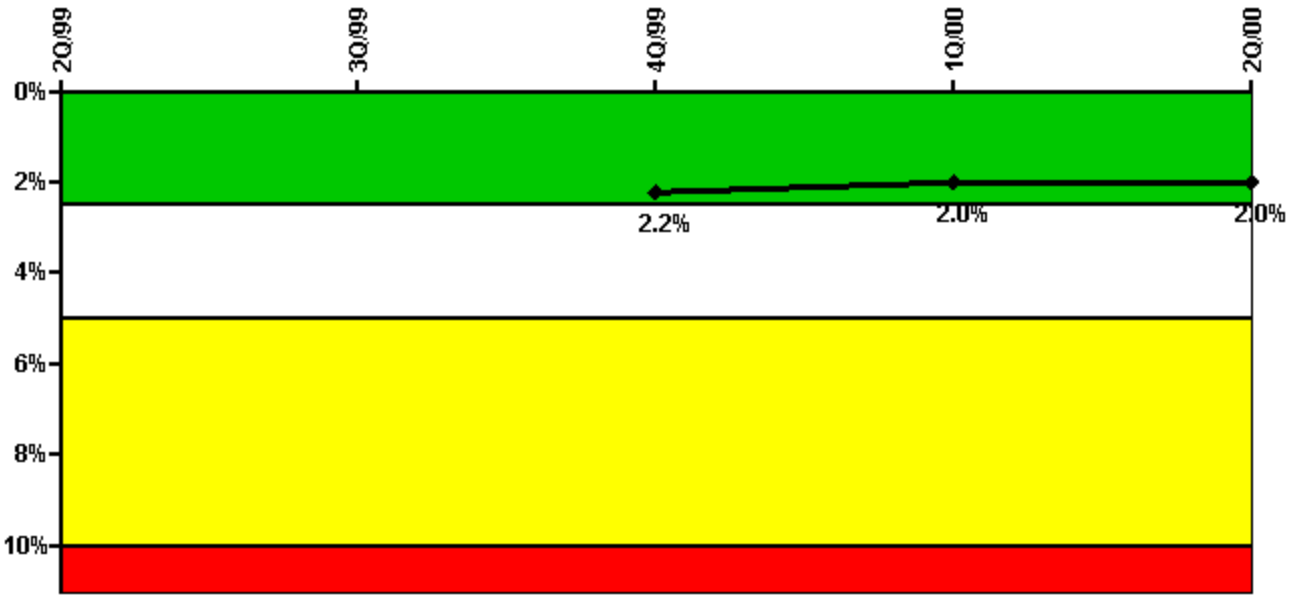
Thresholds: White > 6.0

Notes

Unplanned Power Changes per 7000 Critical Hrs	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Unplanned power changes	0	0	2.0	0	0
Critical hours	2009.3	1954.0	2209.0	1649.1	1634.4
Indicator value	**0.8**	**0.8**	**1.7**	**1.8**	**1.9**

Licensee Comments: none

Safety System Unavailability, Emergency AC Power



Thresholds: White > 2.5% Yellow > 5.0% Red > 10.0%

Notes

Safety System Unavailability, Emergency AC Power	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Train 1					
Planned unavailable hours	0	35.98	0	21.49	25.81
Unplanned unavailable hours	0	24.00	0	0	28.03
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2183.00	2208.00	2209.00	2184.00	2183.00
Train 2					
Planned unavailable hours	19.12	54.37	0.25	25.50	5.00
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2183.00	2208.00	2209.00	2184.00	2183.00
Indicator value			**2.2%**	**2.0%**	**2.0%**

Licensee Comments:

2Q/00: This change removes planned unavailable hours in 1Q/2000 through 1Q/2001 for train 2 of the Emergency AC Power system that were previously submitted that accounted for unavailable hours incurred during emergency diesel generator (EDG) testing when performing air barring of the EDG. Calvert Cliffs has reversed its decision and has determined that air barring of the EDG during testing does not render the EDG unavailable because restoration actions are virtually certain to be successful during accident conditions. Excluding air barring as a cause of planned unavailable hours during EDG testing meets all requirements in NEI 99-02. The change does not affect the "color" of the indicator.

2Q/00: The number of planned unavailable hours previously submitted for the second quarter of 2000 for train 2 of the Emergency AC Power system has changed to reflect a small increase in unavailable hours incurred during emergency diesel generator (EDG) testing. Specifically, unavailable hours are now incurred when performing barring of the EDG whether it is done manually or through the use of air barring. The change does not affect the "color" of the indicator.

2Q/00: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of

service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

1Q/00: The number of planned unavailable hours previously submitted for the first quarter of 2000 for train 2 of the Emergency AC Power system has changed to reflect a small increase in unavailable hours incurred during emergency diesel generator (EDG) testing. Specifically, unavailable hours are now incurred when performing barring of the EDG whether it is done manually or through the use of air barring. The change does not affect the "color" of the indicator.

1Q/00: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

1Q/00: This change removes planned unavailable hours in 1Q/2000 through 1Q/2001 for train 2 of the Emergency AC Power system that were previously submitted that accounted for unavailable hours incurred during emergency diesel generator (EDG) testing when performing air barring of the EDG. Calvert Cliffs has reversed its decision and has determined that air barring of the EDG during testing does not render the EDG unavailable because restoration actions are virtually certain to be successful during accident conditions. Excluding air barring as a cause of planned unavailable hours during EDG testing meets all requirements in NEI 99-02. The change does not affect the "color" of the indicator.

4Q/99: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

3Q/99: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

1Q/99: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

3Q/98: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

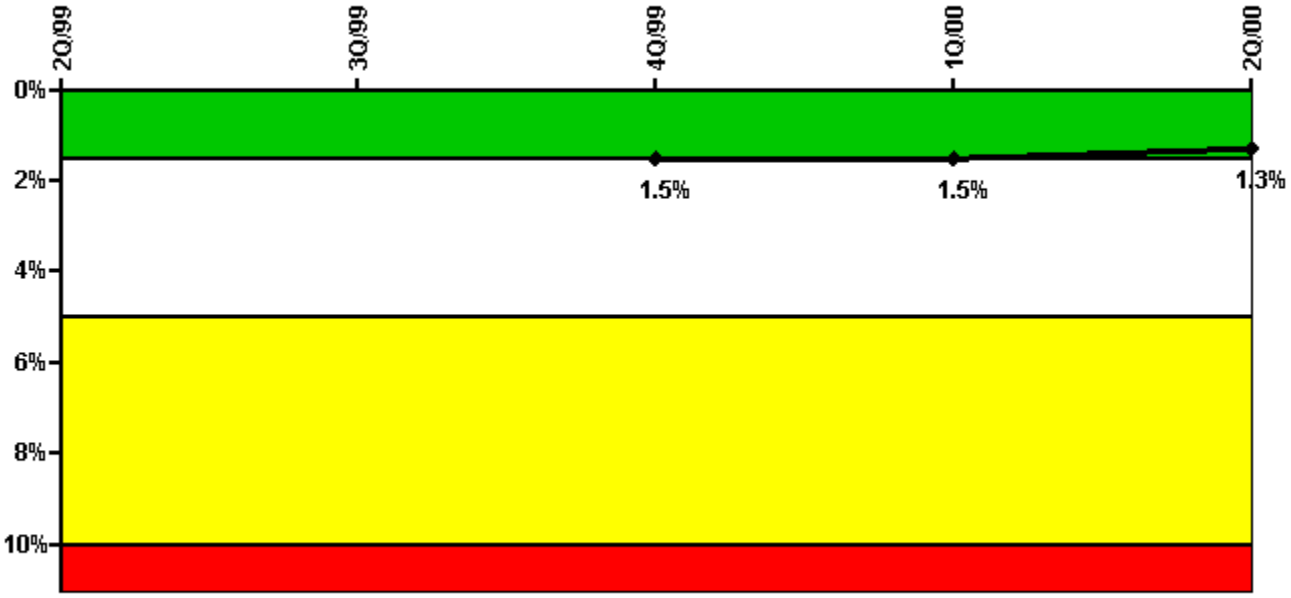
2Q/98: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

1Q/98: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator being out-of-service. Previous reporting credited the station blackout OC diesel generator while the safety related diesel generator was out of service for maintenance. After reviewing Frequently Asked Questions 167 and 218, we have concluded that use of the OC diesel generator can not be credited. In addition, previous reporting of unavailable hours did not utilize the exclusion of planned overhaul hours because we were crediting the OC diesel generator. This change report also includes the exclusion of planned overhaul hours in our diesel generator unavailability reporting. This change does not change the color of the performance indicator.

4Q/97: This revision changes the previously reported data for the number of unplanned unavailable hours and the number of fault exposure hours during Q4/1997 for Train 2. The revision is necessary because of a misinterpretation of the guidelines for reporting unplanned unavailable hours. A review of NEI 99-02 indicates that the hours between failure occurrence and discovery time should be classified as fault exposure hours vice unplanned hours. Consequently, the hours between failure occurrence and discovery time are restated as fault exposure hours in place of the previously reported unplanned unavailable hours. This change does not change the value of the calculated Unit 1 emergency AC power

system performance indicator.

Safety System Unavailability, High Pressure Injection System (HPSI)



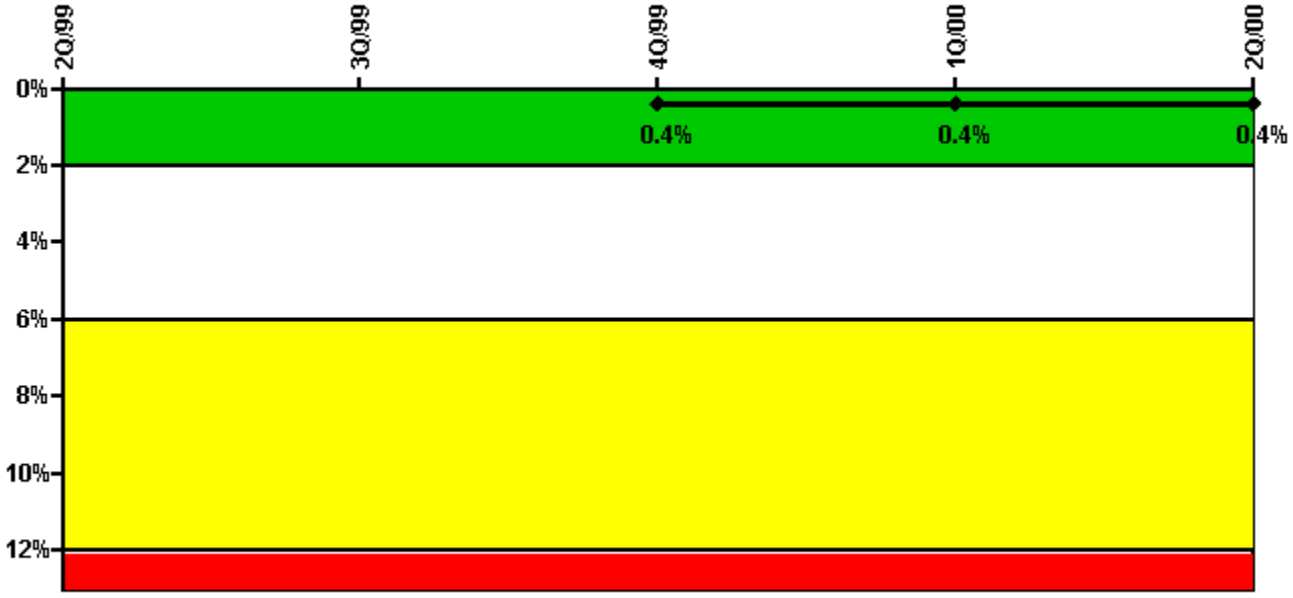
Thresholds: White > 1.5% Yellow > 5.0% Red > 10.0%

Notes

Safety System Unavailability, High Pressure Injection System (HPSI)	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Train 1					
Planned unavailable hours	0.80	10.70	14.02	21.63	1.21
Unplanned unavailable hours	0	7.42	0	1.50	7.82
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2009.30	1954.00	2209.00	1649.10	1634.40
Train 2					
Planned unavailable hours	0.80	18.29	20.25	21.60	1.04
Unplanned unavailable hours	0	0	0	1.05	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2009.30	1954.00	2209.00	1649.10	1634.40
Indicator value			**1.5%**	**1.5%**	**1.3%**

Licensee Comments: none

Safety System Unavailability, Heat Removal System (AFW)



Thresholds: White > 2.0% Yellow > 6.0% Red > 12.0%

Notes

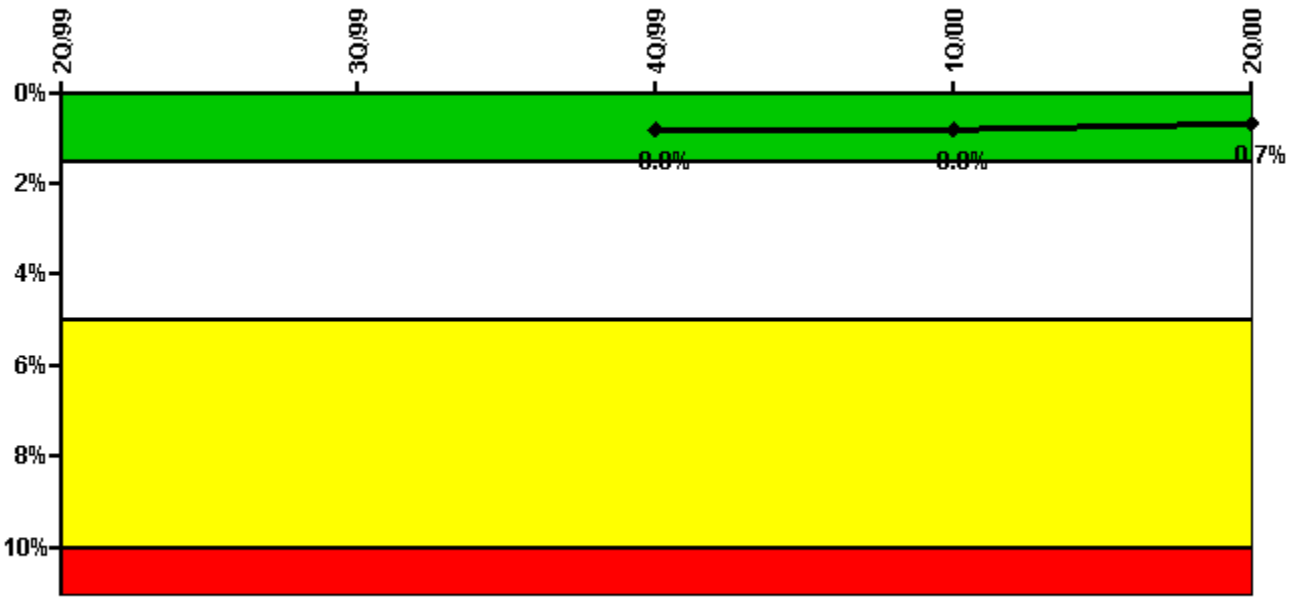
Safety System Unavailability, Heat Removal System (AFW)	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Train 1					
Planned unavailable hours	0	21.45	0	1.00	1.00
Unplanned unavailable hours	0	0	0	7.67	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2009.30	1954.00	2209.00	1649.10	1634.40
Train 2					
Planned unavailable hours	0	22.20	0	1.00	1.00
Unplanned unavailable hours	0	0	0	7.67	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2009.30	1954.00	2209.00	1649.10	1634.40
Train 3					
Planned unavailable hours	0	0	0	0	18.33
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2009.30	1954.00	2209.00	1649.10	1634.40
Indicator value			**0.4%**	**0.4%**	**0.4%**

Licensee Comments:

2Q/00: The number of planned unavailable hours previously submitted for the first quarter of 2000 through the fourth quarter of 2000 for trains 1 and 2 of the Auxiliary Feedwater (AFW) system has changed to reflect a small increase in unavailable hours incurred during AFW testing. Specifically, unavailable hours are now incurred when the AFW steam driven pumps are tripped until the steam valves are reset. The change does not affect the "color" of the indicator.

1Q/00: The number of planned unavailable hours previously submitted for the first quarter of 2000 through the fourth quarter of 2000 for trains 1 and 2 of the Auxiliary Feedwater (AFW) system has changed to reflect a small increase in unavailable hours incurred during AFW testing. Specifically, unavailable hours are now incurred when the AFW steam driven pumps are tripped until the steam valves are reset. The change does not affect the "color" of the indicator.

Safety System Unavailability, Residual Heat Removal System



Thresholds: White > 1.5% Yellow > 5.0% Red > 10.0%

Notes

Safety System Unavailability, Residual Heat Removal System	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Train 1					
Planned unavailable hours	0	0	0	0	0
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	128.60	0	0	489.20	454.30
Train 2					
Planned unavailable hours	0	0	0	0	0
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	128.60	0	0	489.20	454.30
Train 3					
Planned unavailable hours	4.90	29.80	16.88	25.11	1.58
Unplanned unavailable hours	0	7.42	0	1.95	7.82
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0

Required hours	2054.40	2208.00	2209.00	1694.80	1728.70
Train 4					
Planned unavailable hours	2.40	38.38	19.44	21.74	2.18
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2054.40	2208.00	2209.00	1694.80	1728.70
Indicator value			**0.8%**	**0.8%**	**0.7%**

Licensee Comments:

2Q/00: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

1Q/00: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

1Q/00: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

4Q/99: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

4Q/99: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

3Q/99: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

3Q/99: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

2Q/99: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

2Q/99: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

1Q/99: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

1Q/99: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

4Q/98: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

4Q/98: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

3Q/98: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

3Q/98: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

2Q/98: During implementation of a new process to uniquely designate and identify unavailability records for the NRC performance indicators, we discovered some small errors in the planned unavailability data reported for 1998. These changes do not change the color of the performance indicator.

2Q/98: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

2Q/98: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

1Q/98: During implementation of a new process to uniquely designate and identify unavailability records for the NRC performance indicators, we discovered some small errors in the planned unavailability data reported for 1998. These changes do not change the color of the performance indicator.

1Q/98: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

1Q/98: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

4Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported. While we were making this change, we also discovered that the data previously reported for "hours required for service during the quarter" did not account for the extra hour in the quarter that resulted from switching back to eastern standard time from daylight savings time.

4Q/97: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

3Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

3Q/97: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

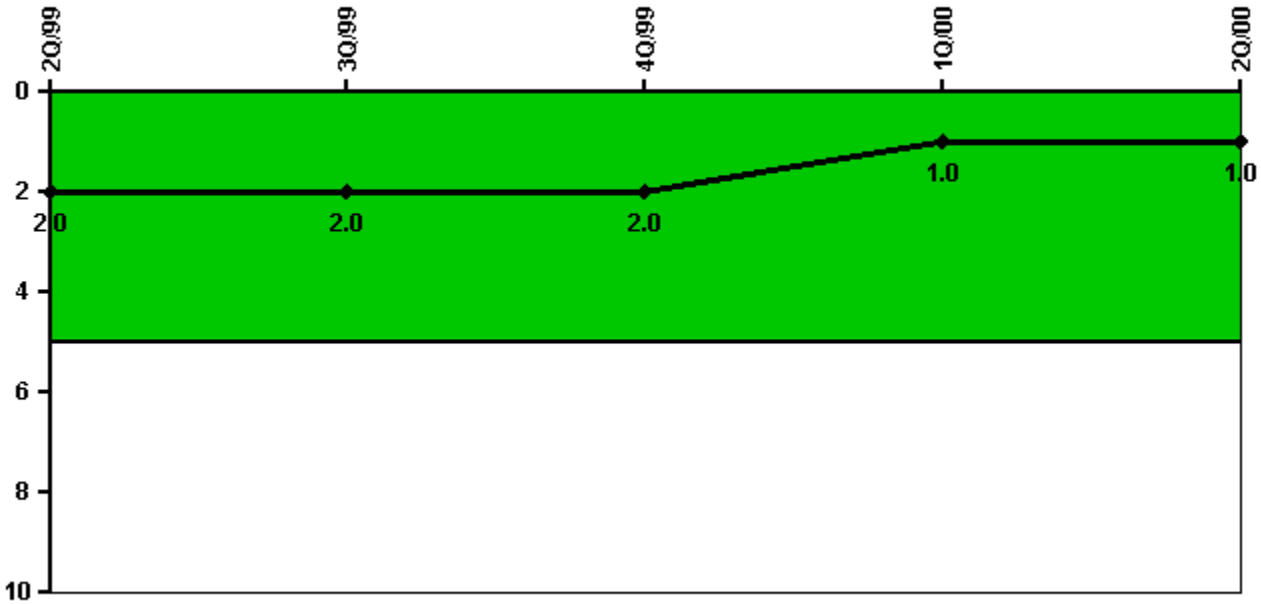
2Q/97: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

2Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

1Q/97: The data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

1Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

Safety System Functional Failures (PWR)

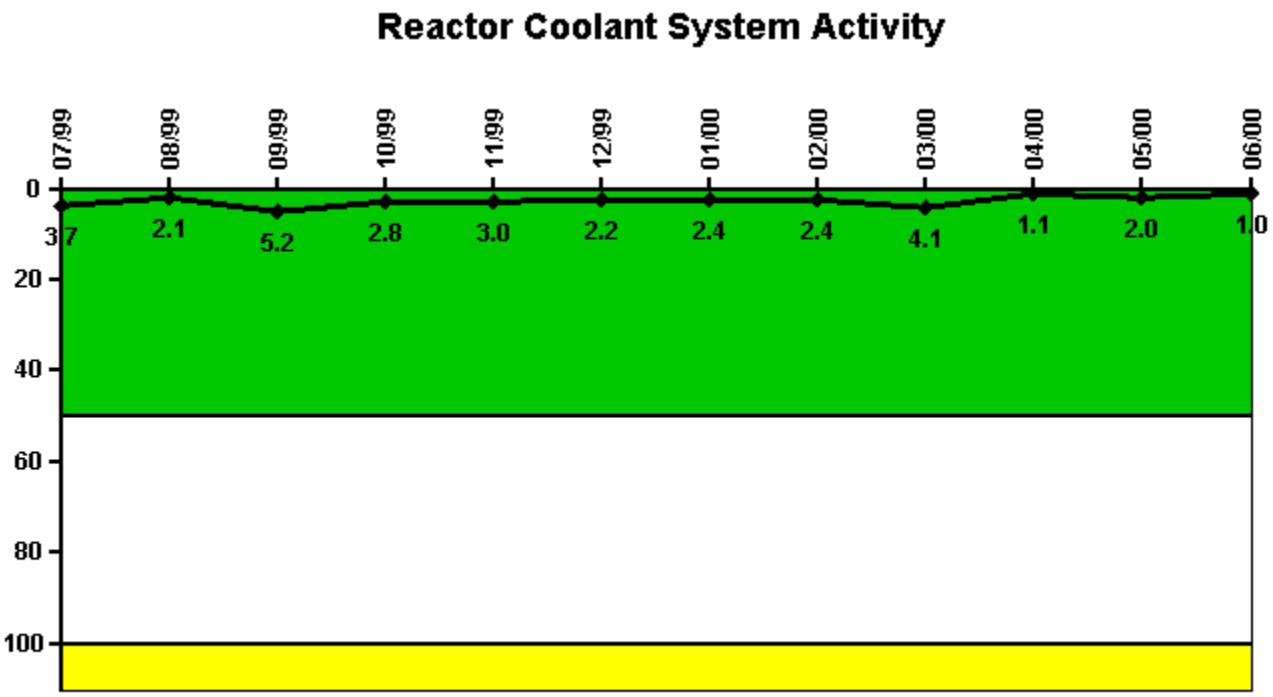


Thresholds: White > 5.0

Notes

Safety System Functional Failures (PWR)	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Safety System Functional Failures	0	0	0	1	0
Indicator value	**2**	**2**	**2**	**1**	**1**

Licensee Comments: none



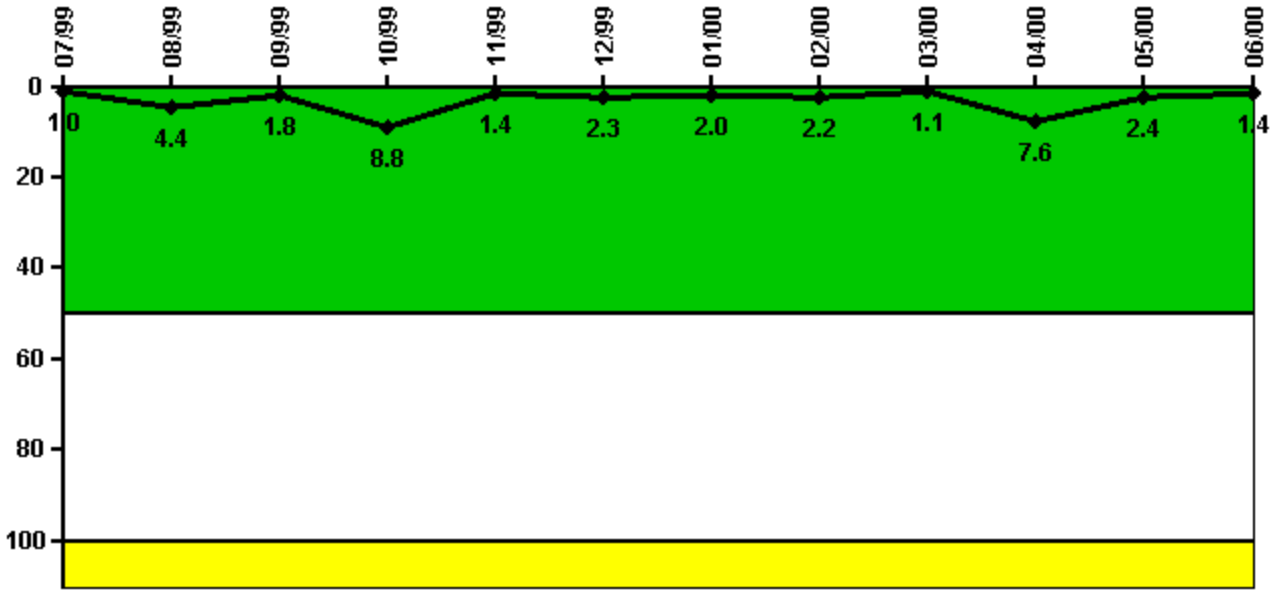
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Activity	7/99	8/99	9/99	10/99	11/99	12/99	1/00	2/00	3/00	4/00	5/00	6/00
Maximum activity	0.037300	0.020700	0.052300	0.027500	0.029600	0.022400	0.024200	0.023700	0.041000	0.010600	0.019600	0.010200
Technical specification limit	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Indicator value	**3.7**	**2.1**	**5.2**	**2.8**	**3.0**	**2.2**	**2.4**	**2.4**	**4.1**	**1.1**	**2.0**	**1.0**

Licensee Comments: none

Reactor Coolant System Leakage



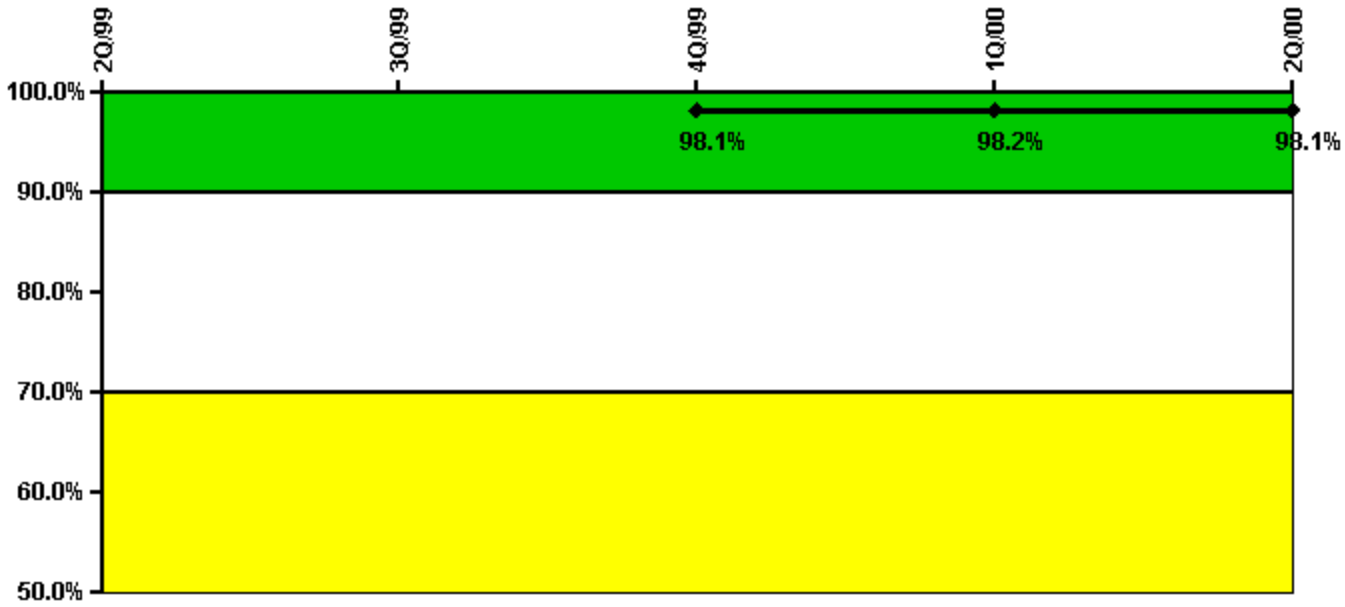
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Leakage	7/99	8/99	9/99	10/99	11/99	12/99	1/00	2/00	3/00	4/00	5/00	6/00
Maximum leakage	0.095	0.440	0.180	0.877	0.136	0.233	0.197	0.224	0.109	0.765	0.242	0.144
Technical specification limit	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Indicator value	**1.0**	**4.4**	**1.8**	**8.8**	**1.4**	**2.3**	**2.0**	**2.2**	**1.1**	**7.6**	**2.4**	**1.4**

Licensee Comments: none

Drill/Exercise Performance



Thresholds: White < 90.0% Yellow < 70.0%

Notes

Drill/Exercise Performance	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Successful opportunities	29.0	34.0	57.0	10.0	19.0
Total opportunities	29.0	34.0	59.0	10.0	19.0
Indicator value			**98.1%**	**98.2%**	**98.1%**

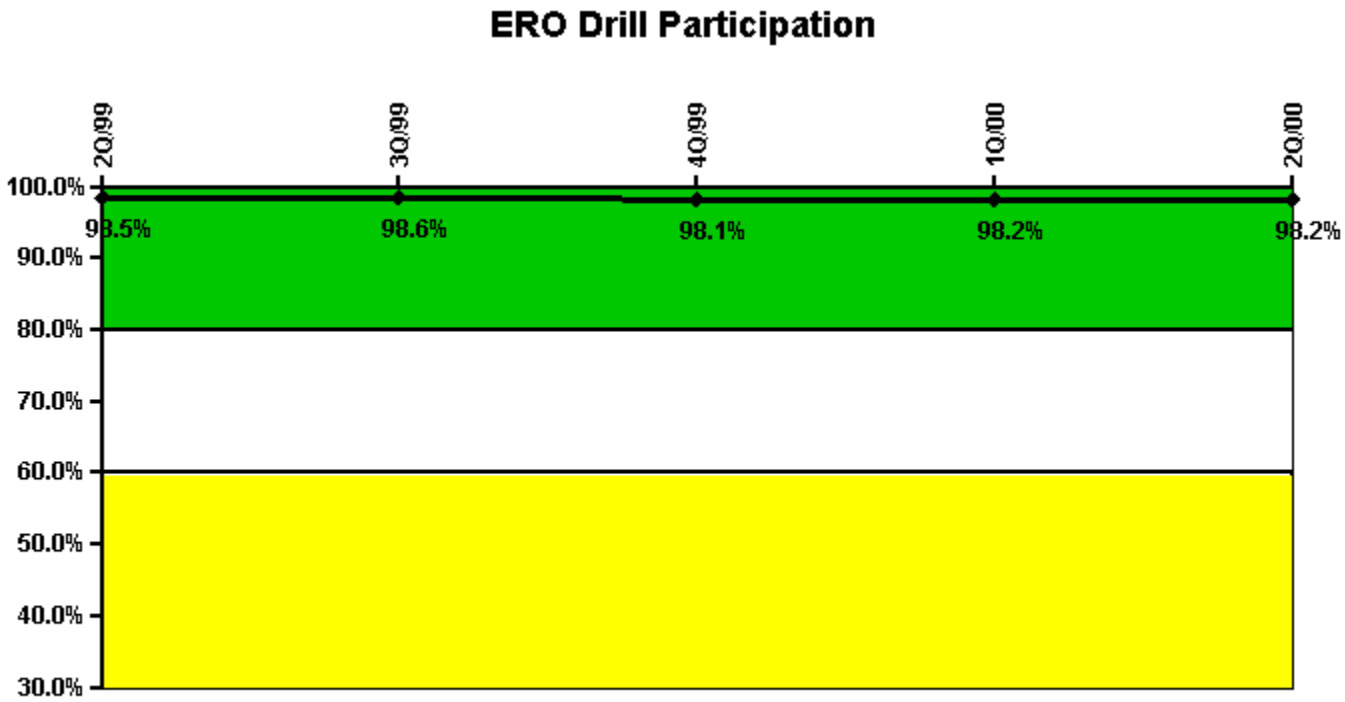
Licensee Comments:

2Q/00: Previously submitted data for the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised from 26 to 19. This change is necessary following discovery that previously reported data included data regarding licensed operators who participated in evaluated scenarios in the role of Shift Manager or Shift Manager Alternate to maintain active Reactor Operator and Senior Reactor Operator licenses, who were not designated as qualified Shift Managers and Shift Manager Alternates. The time periods affected by this change include 3Q/1999 through 1Q/2001. This change does not affect the color of this indicator.

1Q/00: Previously submitted data for both the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised from 16 to 10. This change is necessary following discovery that previously reported data included data regarding licensed operators who participated in evaluated scenarios in the role of Shift Manager or Shift Manager Alternate to maintain active Reactor Operator and Senior Reactor Operator licenses, who were not designated as qualified Shift Managers and Shift Manager Alternates. The time periods affected by this change include 3Q/1999 through 1Q/2001. This change does not affect the color of this indicator.

4Q/99: Previously submitted data for the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised. This change is necessary following discovery that previously reported data included data regarding licensed operators who participated in evaluated scenarios in the role of Shift Manager or Shift Manager Alternate to maintain active Reactor Operator and Senior Reactor Operator licenses, who were not designated as qualified Shift Managers and Shift Manager Alternates. The time periods affected by this change include 3Q/1999 through 1Q/2001. This change does not affect the color of this indicator.

3Q/99: Previously submitted data for both the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter have been revised from 50 to 34. This change is necessary following discovery that previously reported data included data regarding licensed operators who participated in evaluated scenarios in the role of Shift Manager or Shift Manager Alternate to maintain active Reactor Operator and Senior Reactor Operator licenses, who were not designated as qualified Shift Managers and Shift Manager Alternates. The time periods affected by this change include 3Q/1999 through 1Q/2001. This change does not affect the color of this indicator.

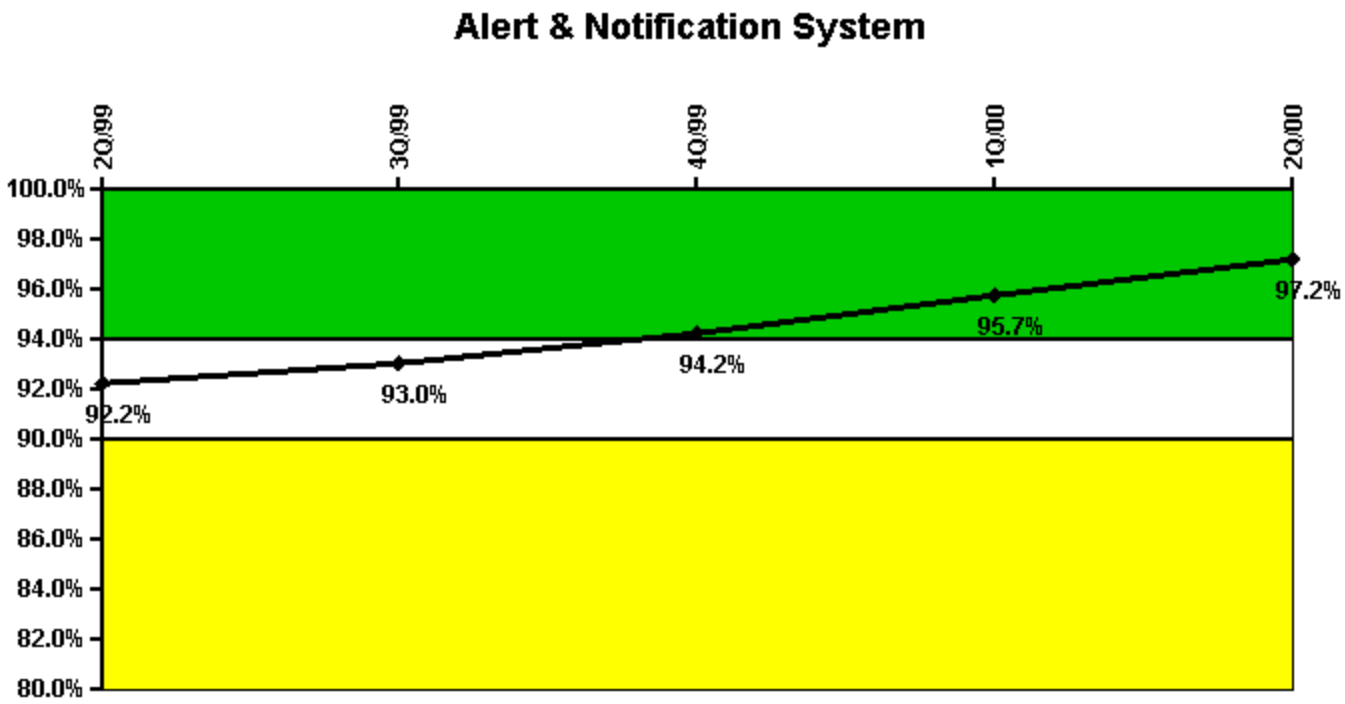


Thresholds: White < 80.0% Yellow < 60.0%

Notes

ERO Drill Participation	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Participating Key personnel	67.0	68.0	52.0	56.0	56.0
Total Key personnel	68.0	69.0	53.0	57.0	57.0
Indicator value	**98.5%**	**98.6%**	**98.1%**	**98.2%**	**98.2%**

Licensee Comments: none



Thresholds: White < 94.0% Yellow < 90.0%

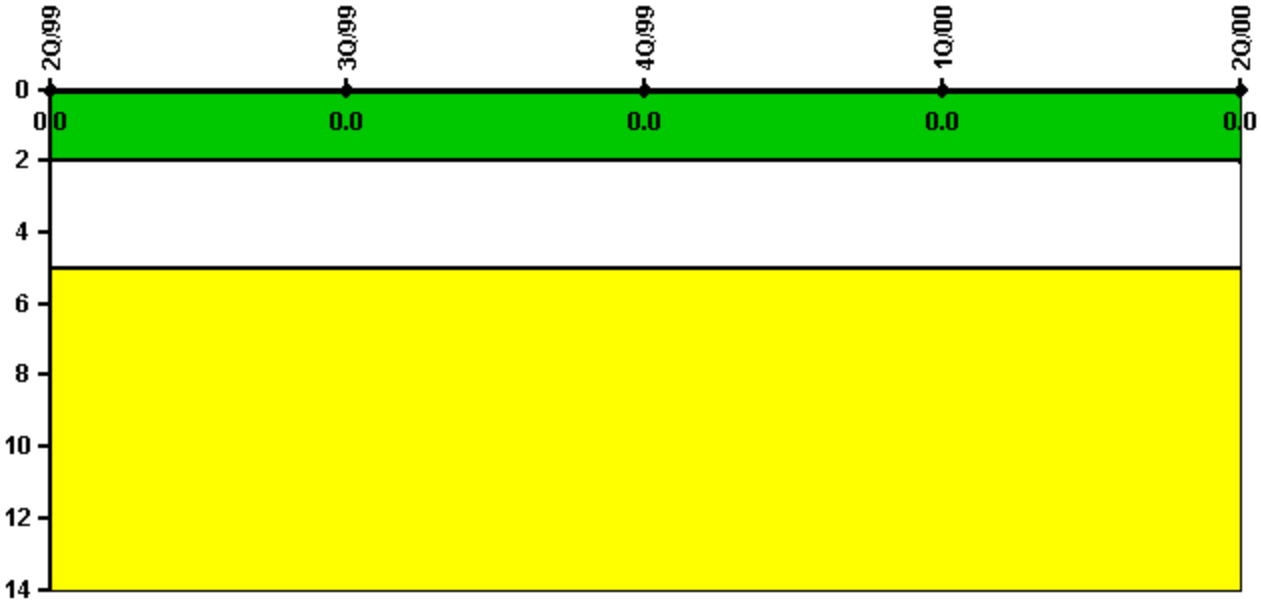
Notes

Alert & Notification System	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Successful siren-tests	535	862	861	929	929
Total sirens-tests	598	896	885	950	955
Indicator value	**92.2%**	**93.0%**	**94.2%**	**95.7%**	**97.2%**

Licensee Comments:

4Q/99: Siren operability fell below the 94% GREEN threshold in the second quarter 1999 because of a county transmitter failure in April, 1999. The failed transmitter resulted in 89.5% success during the 2nd quarter 3 month period. Given the number of regular scheduled tests being performed at this time, overall system operability took two quarters to recover. On July 21, 2000, the Q4/1999 PI data was revised to reflect annual full cycle sound test data, which was mistakenly omitted from the previous data submittal. This change does not affect the "color" of the indicator.

Occupational Exposure Control Effectiveness



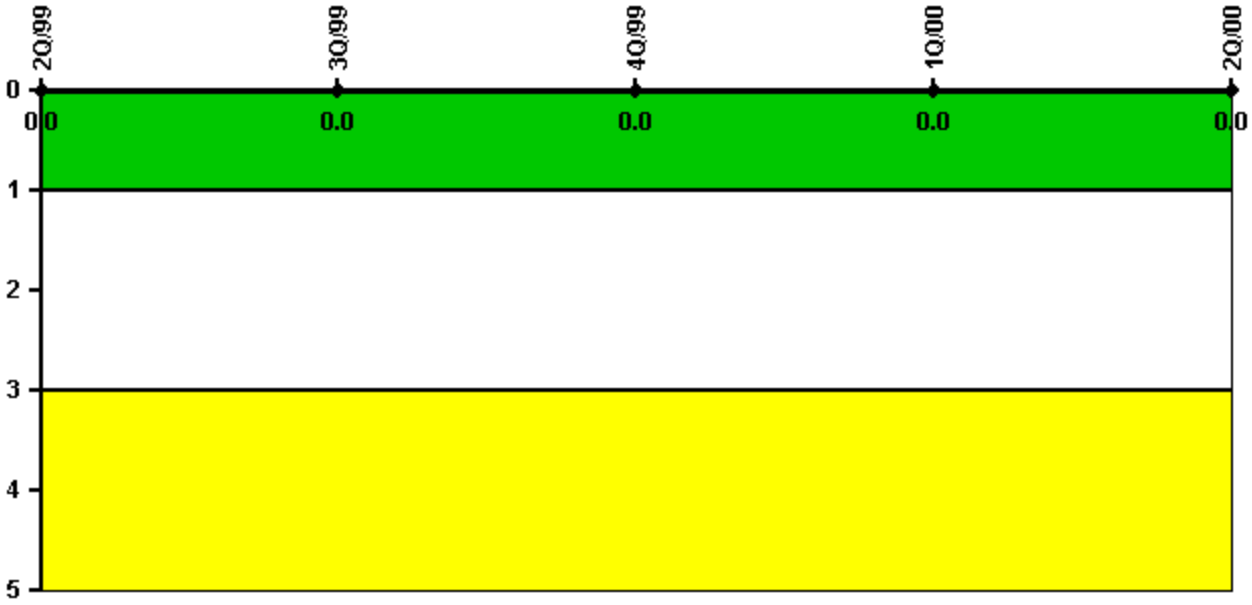
Thresholds: White > 2.0 Yellow > 5.0

Notes

Occupational Exposure Control Effectiveness	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
High radiation area occurrences	0	0	0	0	0
Very high radiation area occurrences	0	0	0	0	0
Unintended exposure occurrences	0	0	0	0	0
Indicator value	**0**	**0**	**0**	**0**	**0**

Licensee Comments: none

RETS/ODCM Radiological Effluent



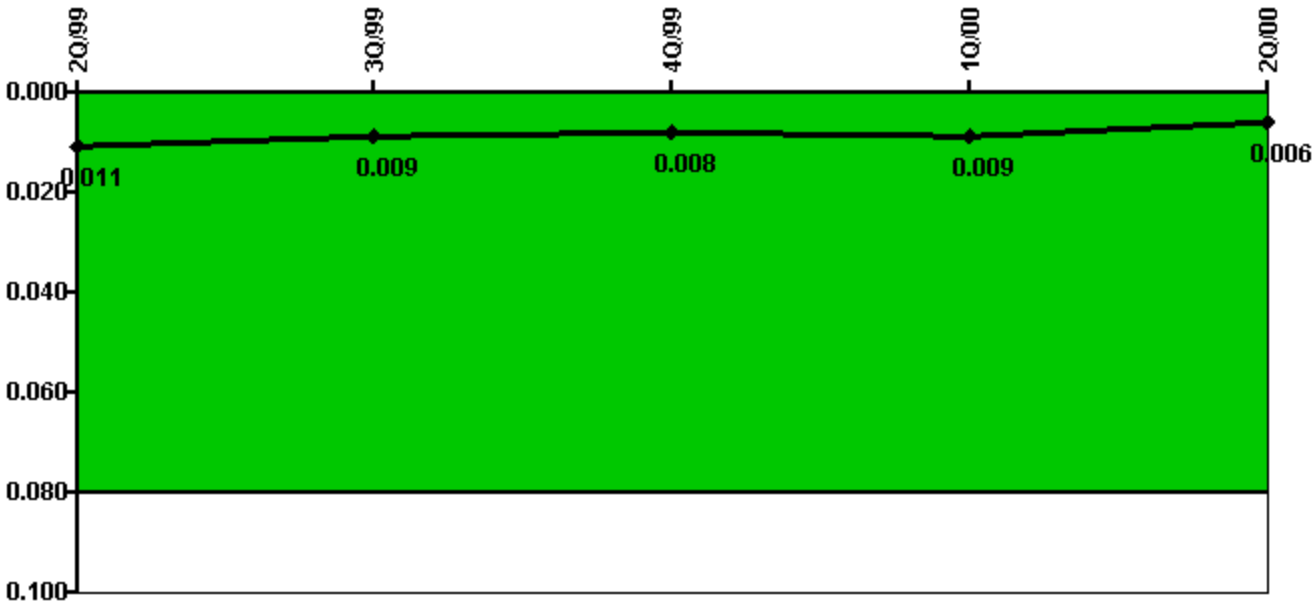
Thresholds: White > 1.0 Yellow > 3.0

Notes

RETS/ODCM Radiological Effluent	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
RETS/ODCM occurrences	0	0	0	0	0
Indicator value	**0**	**0**	**0**	**0**	**0**

Licensee Comments: none

Protected Area Security Performance Index



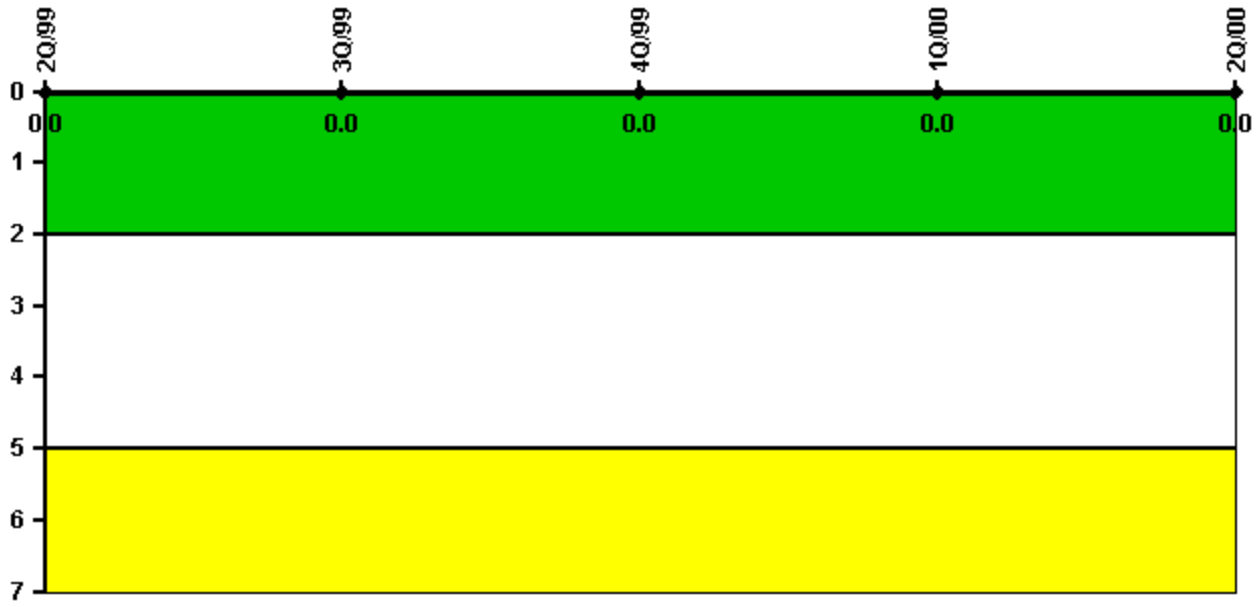
Thresholds: White > 0.080

Notes

Protected Area Security Performance Index	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
IDS compensatory hours	93.30	24.40	50.10	46.00	38.60
CCTV compensatory hours	0	0	0	0	0
IDS normalization factor	1.40	1.40	1.40	1.40	1.40
CCTV normalization factor	1.2	1.2	1.2	1.2	1.2
Index Value	**0.011**	**0.009**	**0.008**	**0.009**	**0.006**

Licensee Comments: none

Personnel Screening Program



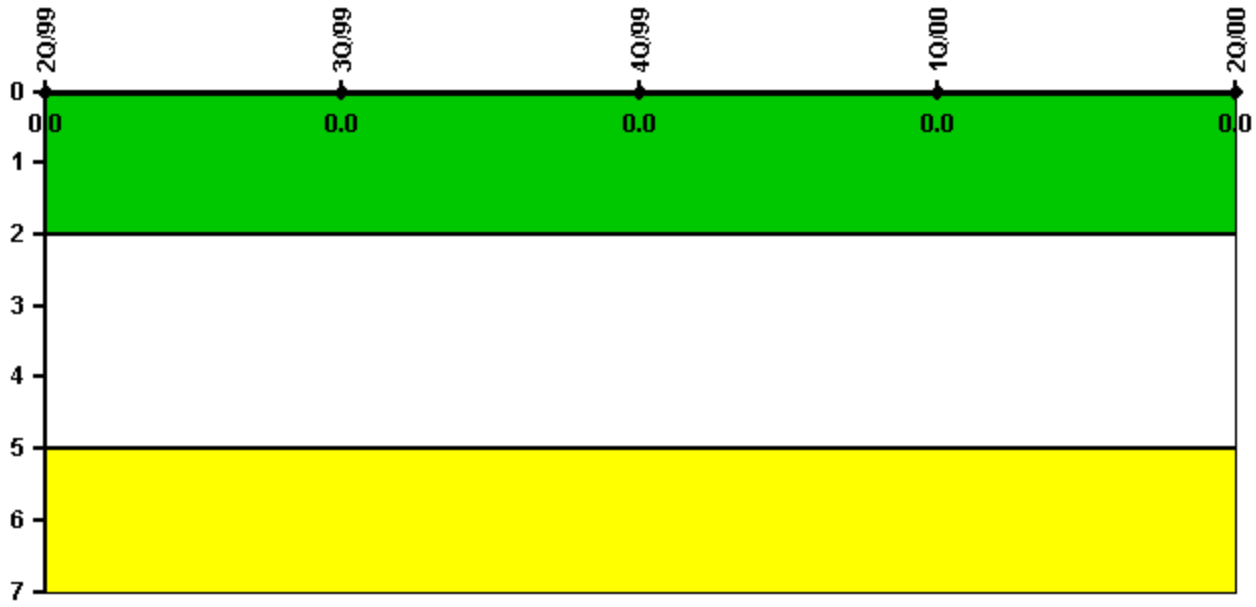
Thresholds: White > 2.0 Yellow > 5.0

Notes

Personnel Screening Program	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Program failures	0	0	0	0	0
Indicator value	**0**	**0**	**0**	**0**	**0**

Licensee Comments: none

FFD/Personnel Reliability



Thresholds: White > 2.0 Yellow > 5.0

Notes

FFD/Personnel Reliability	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Program Failures	0	0	0	0	0
Indicator value	**0**	**0**	**0**	**0**	**0**

Licensee Comments: none

PI Summary | Inspection Findings Summary | Reactor Oversight Process

Last Modified: April 1, 2002