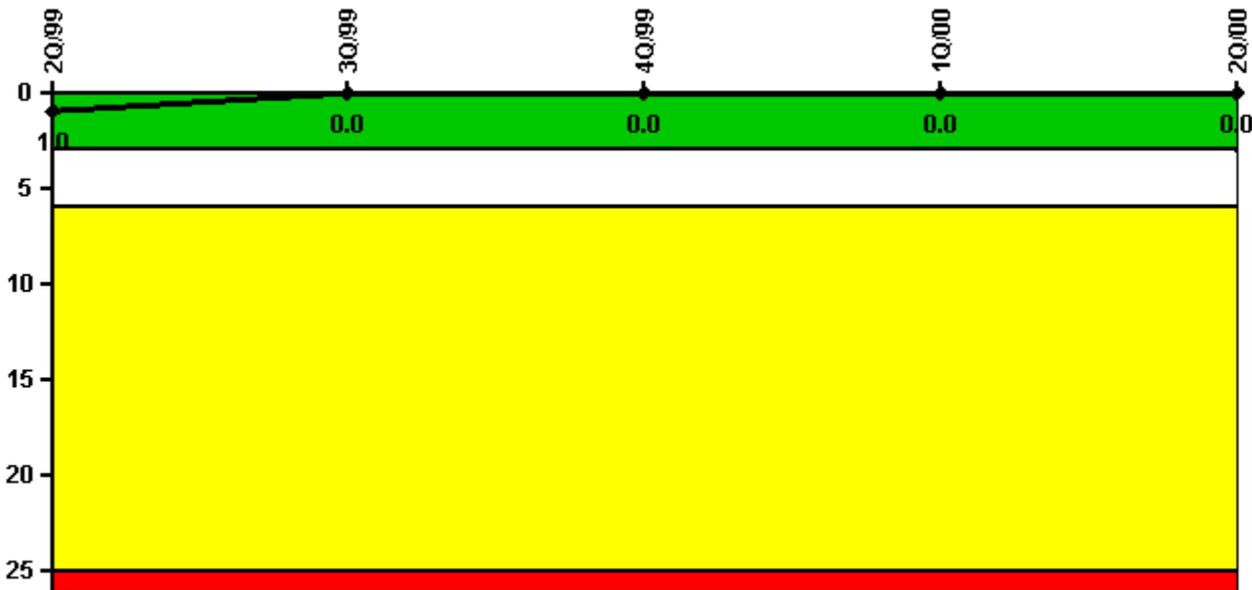


### Calvert Cliffs 2

#### 2Q/2000 Performance Indicators

Licensee's General Comments: none

#### Unplanned Scrams per 7000 Critical Hrs



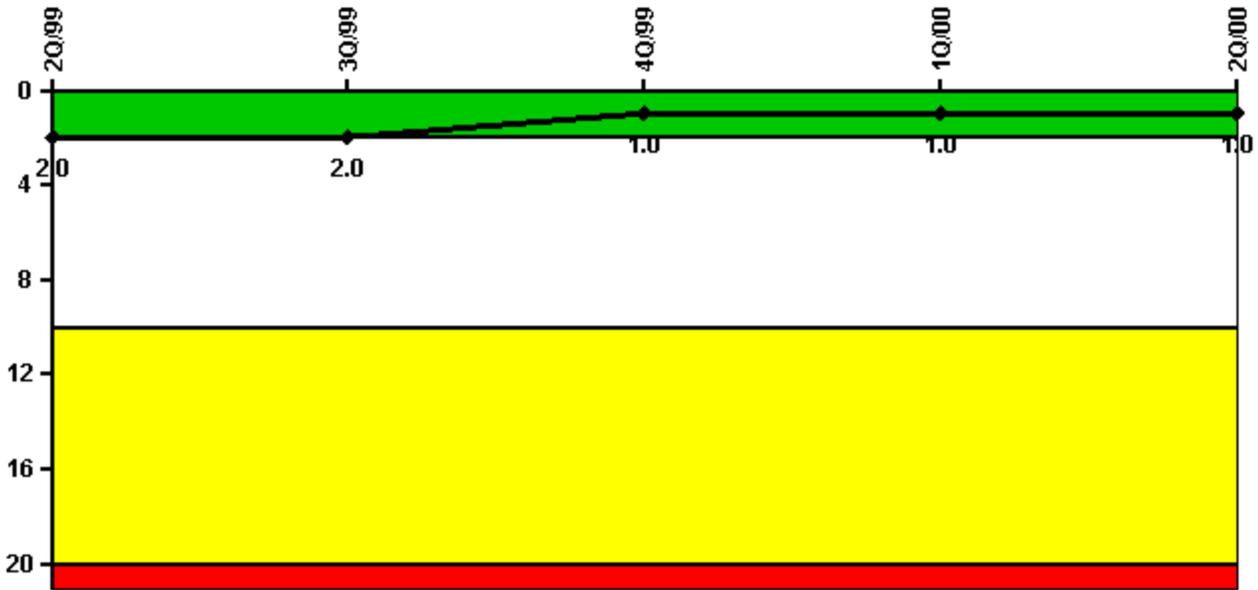
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

#### Notes

Unplanned Scrams per 7000 Critical Hrs	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Unplanned scrams	0	0	0	0	0
Critical hours	1331.2	2208.0	2209.0	2019.8	2183.0
<b>Indicator value</b>	<b>1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Licensee Comments: none

### Scrams with Loss of Normal Heat Removal



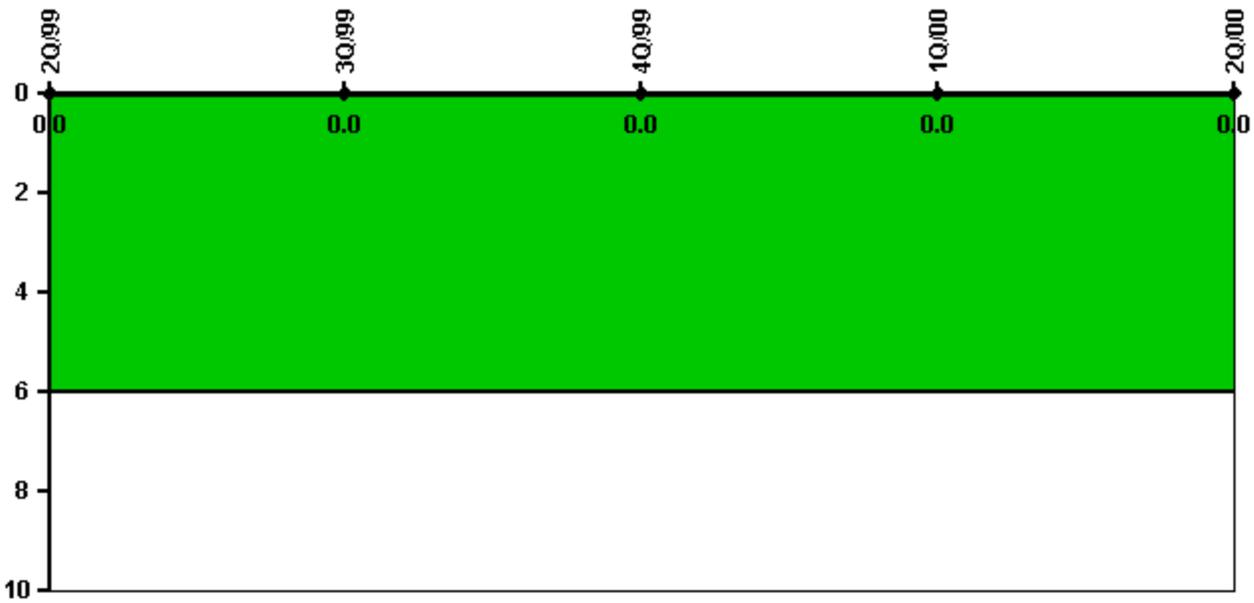
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

#### Notes

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

Licensee Comments: none

### Unplanned Power Changes per 7000 Critical Hrs



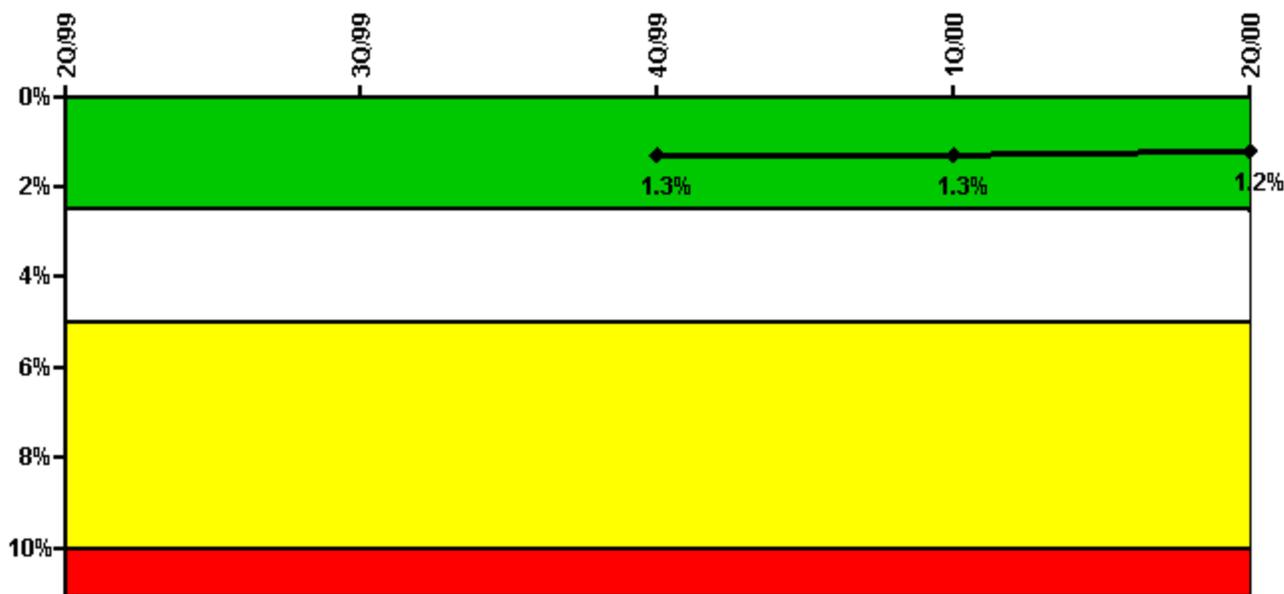
Thresholds: White > 6.0

#### Notes

Unplanned Power Changes per 7000 Critical Hrs	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Unplanned power changes	0	0	0	0	0
Critical hours	1331.2	2208.0	2209.0	2019.8	2183.0
<b>Indicator value</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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
<b>Train 1</b>					
Planned unavailable hours	2.33	0	2.15	31.00	0
Unplanned unavailable hours	0	2.75	10.83	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
<b>Train 2</b>					
Planned unavailable hours	13.72	0	0.12	13.38	0
Unplanned unavailable hours	0	0	8.40	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
<b>Indicator value</b>			1.3%	1.3%	1.2%

#### 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 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: This change removes planned unavailable hours in 1Q/2000 through 1Q/2001 for trains 1 and 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.

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.

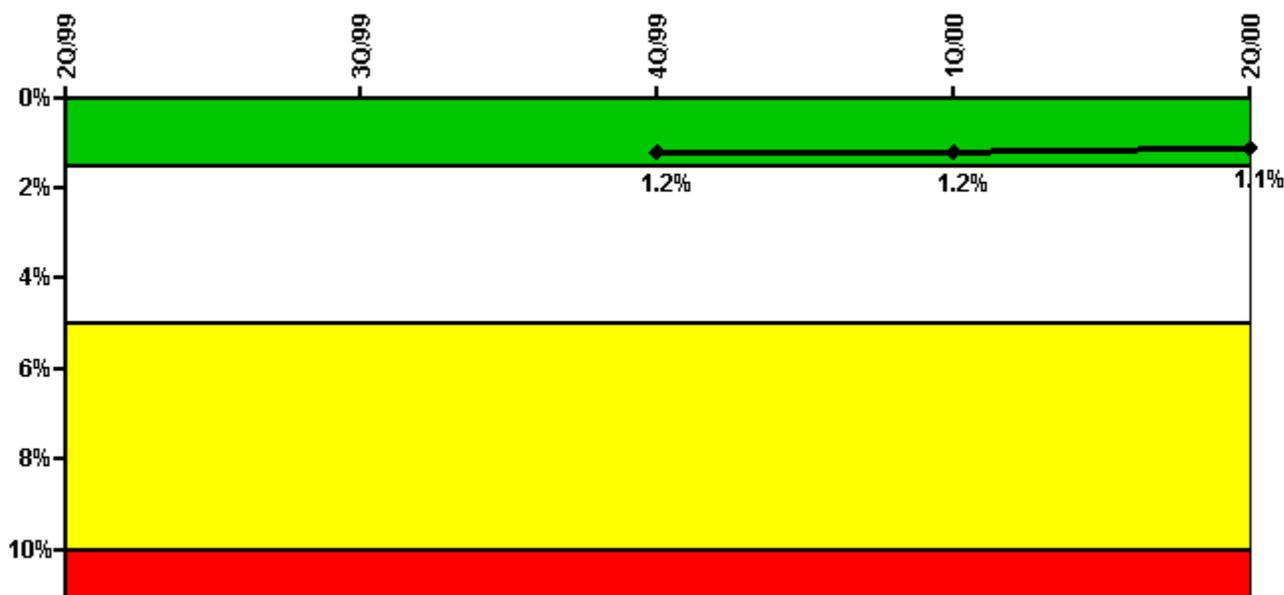
1Q/00: This change removes planned unavailable hours in 1Q/2000 through 1Q/2001 for trains 1 and 2 of the Emergency AC Power system that were previously submitted that accounted for unavailable hours incurred during emergency diesel generator (EDG) testing when performing air barring of the EDG. Calvert 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.

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 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.

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.

### 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
<b>Train 1</b>					
Planned unavailable hours	4.08	1.13	18.03	17.50	0.54
Unplanned unavailable hours	0	0	10.83	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1331.20	2208.00	2209.00	2019.80	2183.00
<b>Train 2</b>					
Planned unavailable hours	16.05	36.79	1.66	12.84	0.62
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	1331.20	2208.00	2209.00	2019.80	2183.00
<b>Indicator value</b>			<b>1.2%</b>	<b>1.2%</b>	<b>1.1%</b>

Licensee Comments:

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 unavailability data reported for 1998. These changes do not impact the color of the performance indicator.

### 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
<b>Train 1</b>					
Planned unavailable hours	0	22.00	9.25	1.00	1.00

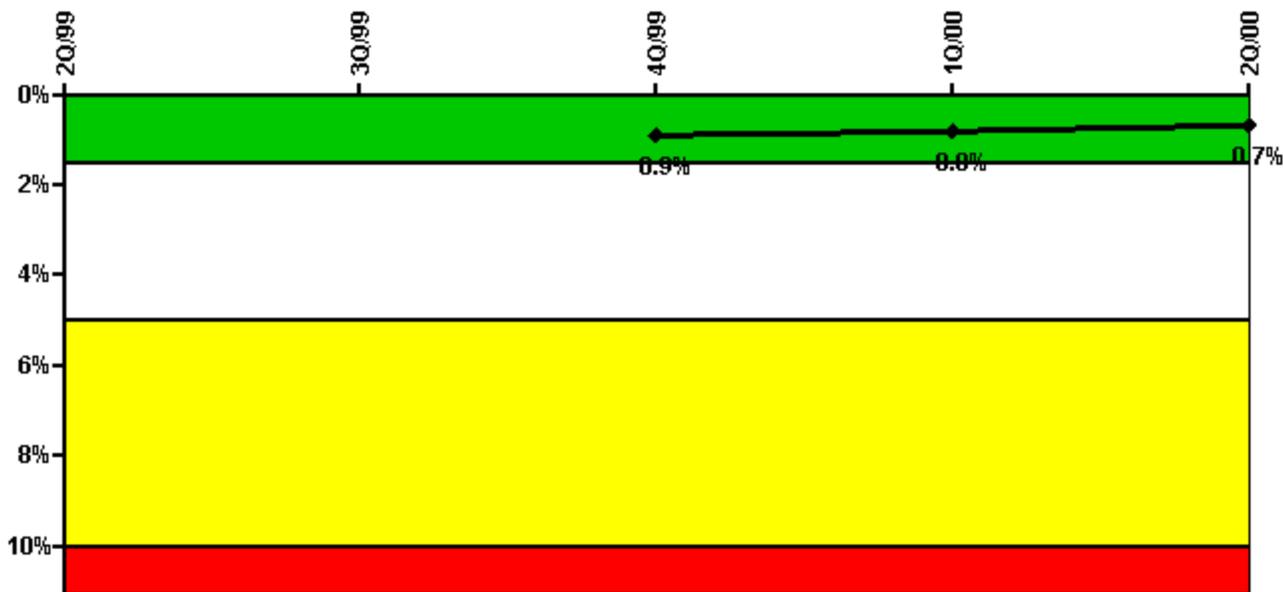
Unplanned unavailable hours	0	0	0	5.12	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1331.20	2208.00	2209.00	2019.80	2183.00
<b>Train 2</b>					
Planned unavailable hours	0	22.42	9.25	1.00	1.00
Unplanned unavailable hours	0	4.00	0	5.12	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1331.20	2208.00	2209.00	2019.80	2183.00
<b>Train 3</b>					
Planned unavailable hours	1.72	5.25	11.00	0	1.50
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	1331.20	2208.00	2209.00	2019.80	2183.00
<b>Indicator value</b>			<b>0.6%</b>	<b>0.5%</b>	<b>0.5%</b>

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
<b>Train 1</b>					
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	804.00	0	0	109.90	0
<b>Train 2</b>					
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	804.00	0	0	109.90	0
<b>Train 3</b>					
Planned unavailable hours	5.79	61.58	26.93	18.60	1.88
Unplanned unavailable hours	0	0	10.83	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1379.00	2208.00	2209.00	2074.10	2183.00
<b>Train 4</b>					
Planned unavailable hours	28.17	36.98	1.43	15.10	1.36
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	1379.00	2208.00	2209.00	2074.10	2183.00
<b>Indicator value</b>			0.9%	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 data has been recalculated and revised using the guidance in Frequently Asked Question No. 172.

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.

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.

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

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: 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.

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.

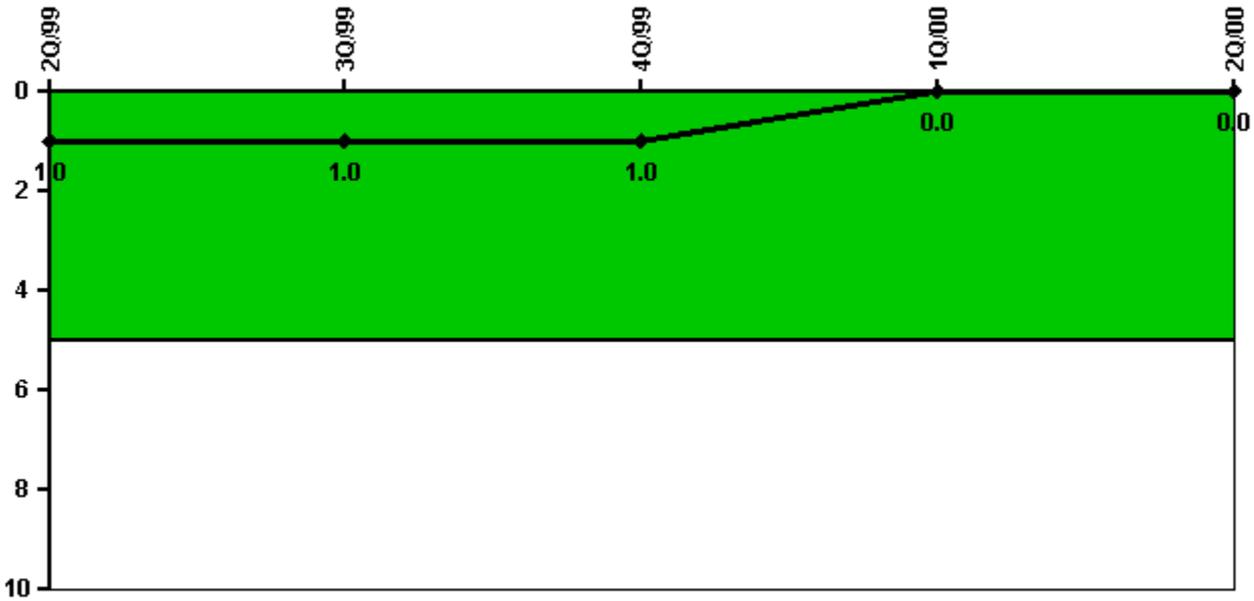
2Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

2Q/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.

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

### Safety System Functional Failures (PWR)



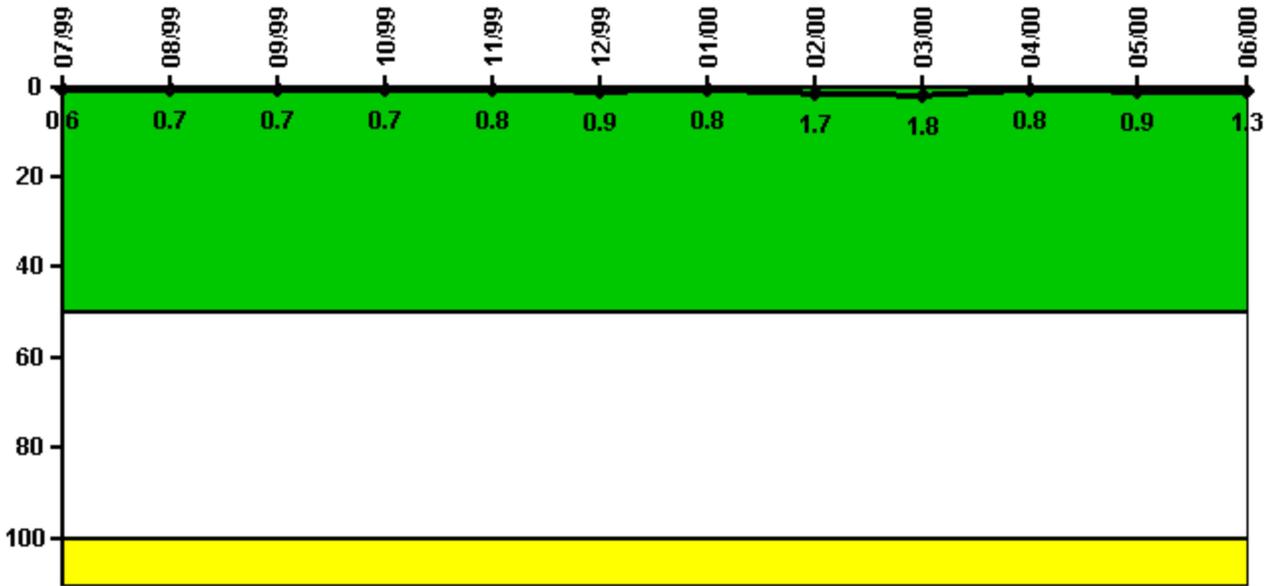
Thresholds: White > 5.0

#### Notes

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

Licensee Comments: none

### Reactor Coolant System Activity



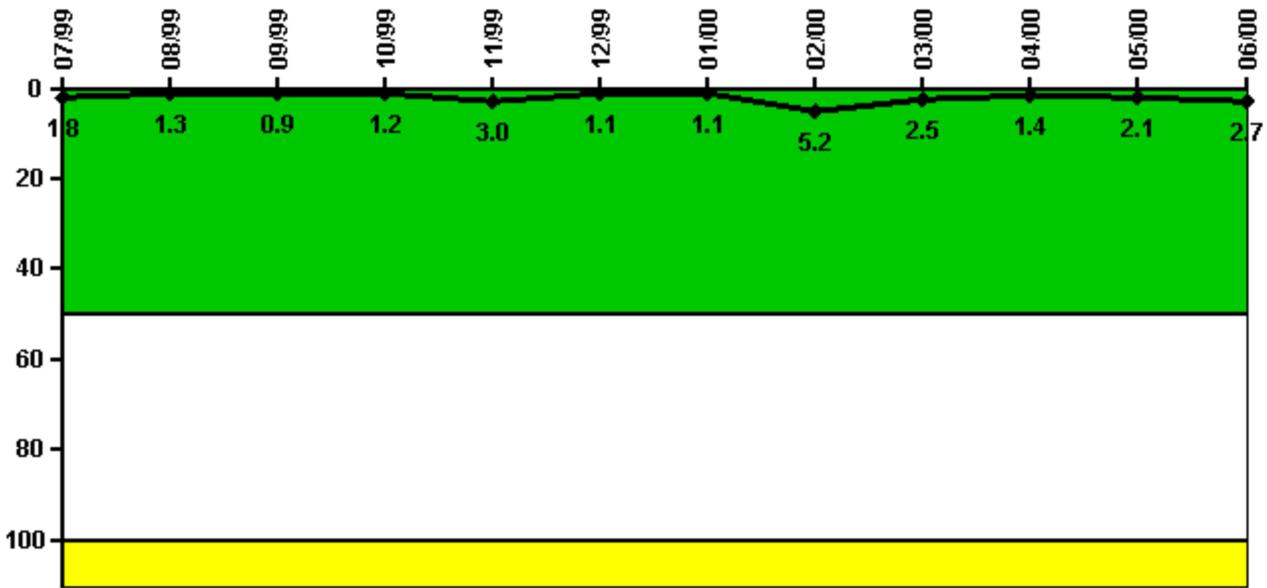
Thresholds: White > 50.0 Yellow > 100.0

#### 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	0.006330	0.006750	0.007350	0.006880	0.007570	0.008840	0.008020	0.017200	0.018400	0.008250	0.008750	0.012700
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	0.6	0.7	0.7	0.7	0.8	0.9	0.8	1.7	1.8	0.8	0.9	1.3

Licensee Comments: none

### Reactor Coolant System Leakage



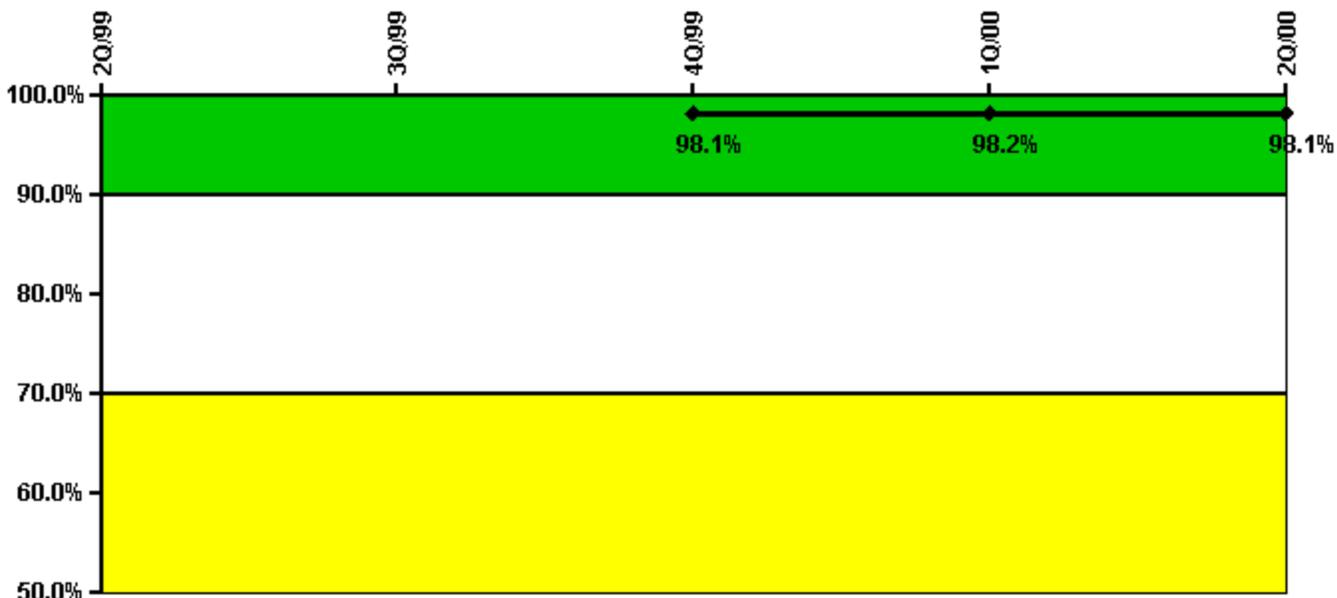
Thresholds: White > 50.0 Yellow > 100.0

#### 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	0.180	0.130	0.090	0.120	0.305	0.110	0.114	0.521	0.254	0.142	0.207	0.267
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	1.8	1.3	0.9	1.2	3.0	1.1	1.1	5.2	2.5	1.4	2.1	2.7

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:

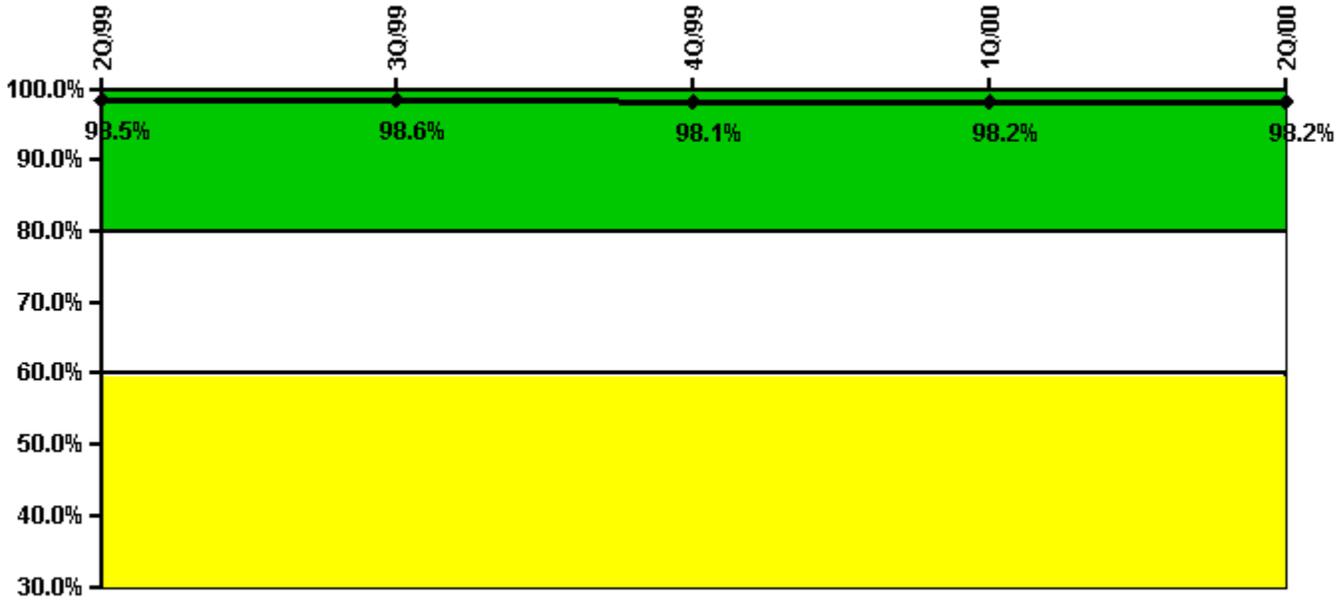
2Q/00: Previously submitted data for both the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised from 26 to 19. This change is necessary following discovery that previously reported data included data regarding 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 has 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.

### ERO Drill Participation



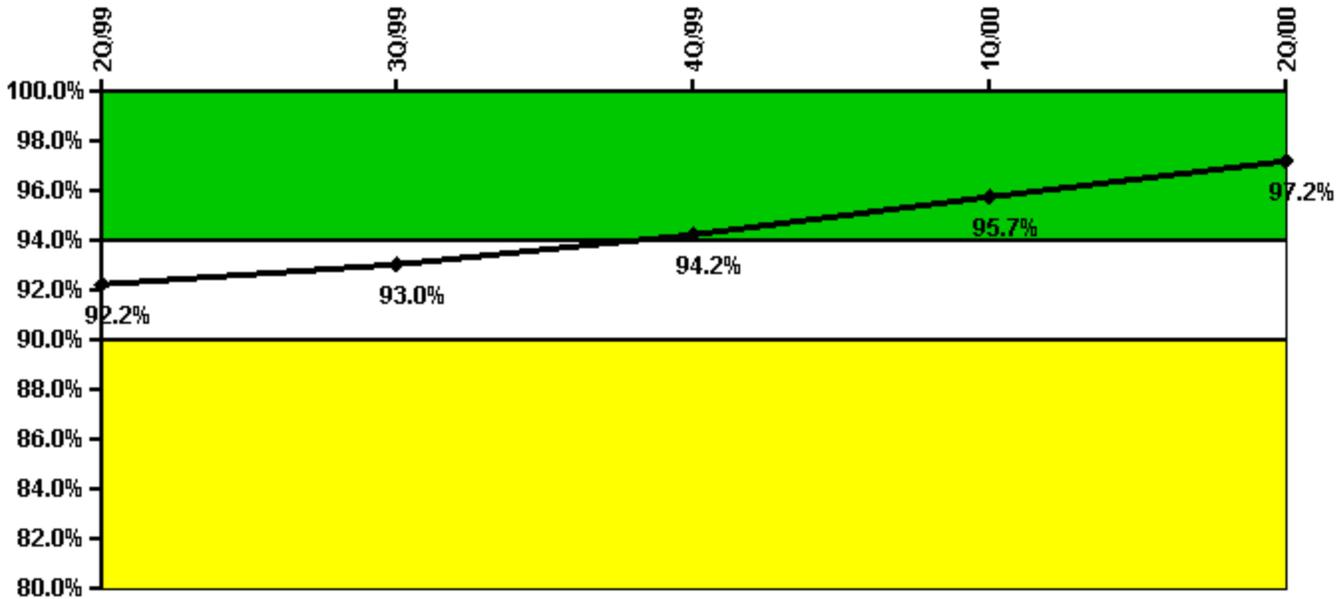
Thresholds: White < 80.0% Yellow < 60.0%

#### 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

### Alert & Notification System



Thresholds: White < 94.0% Yellow < 90.0%

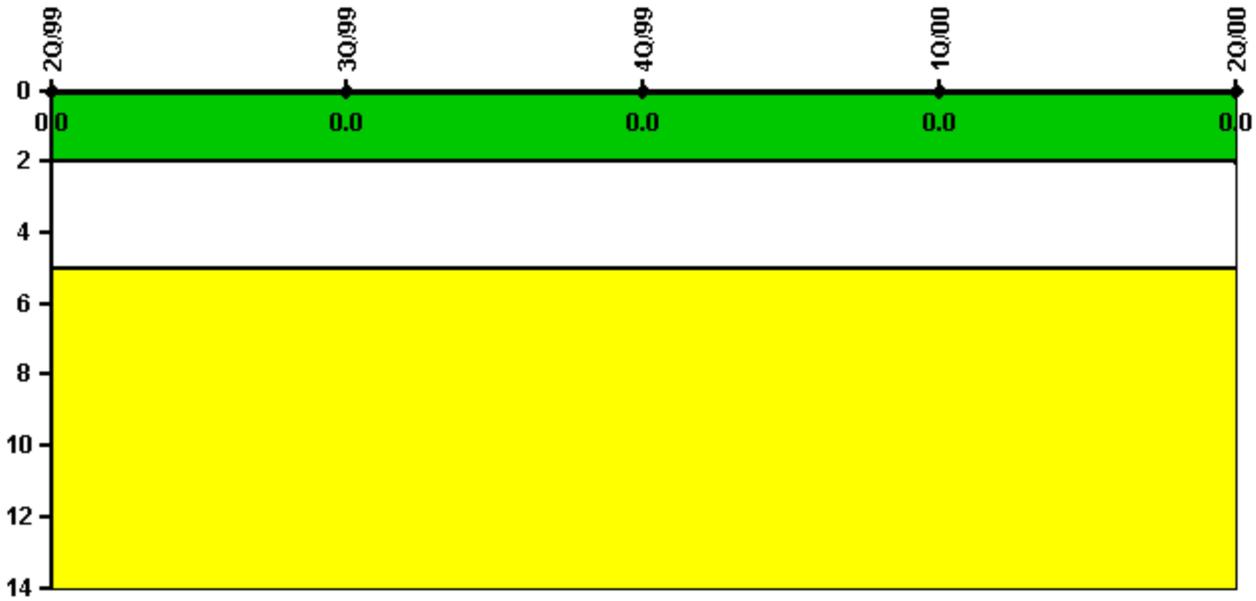
#### Notes

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



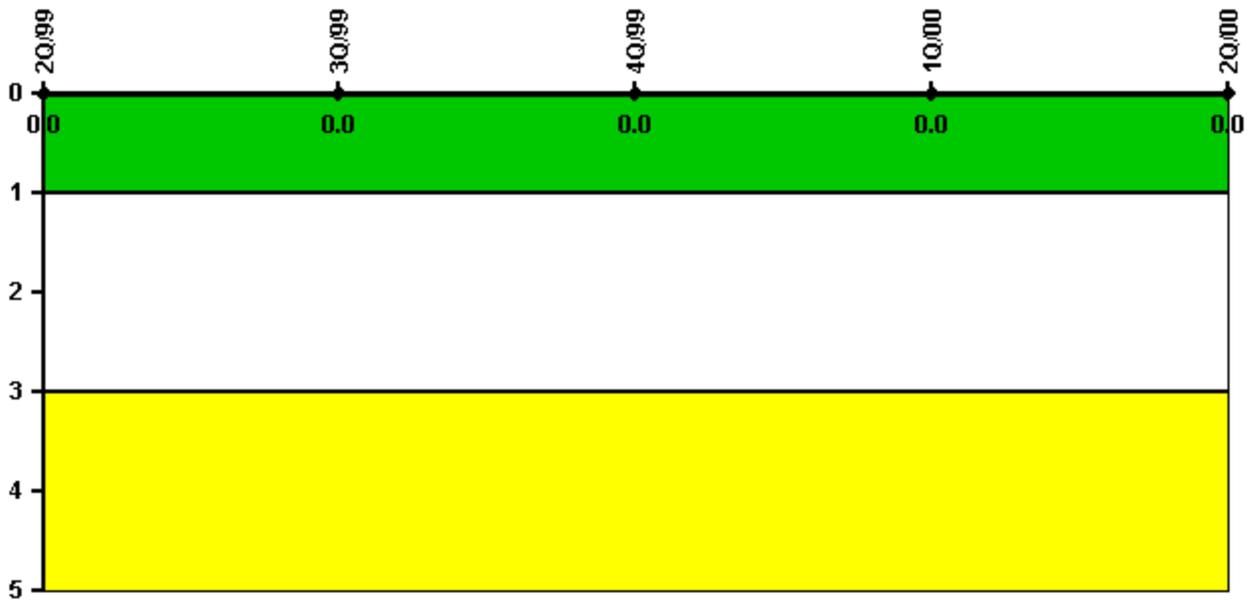
Thresholds: White > 2.0 Yellow > 5.0

#### 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
<b>Indicator value</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Licensee Comments: none

### RETS/ODCM Radiological Effluent



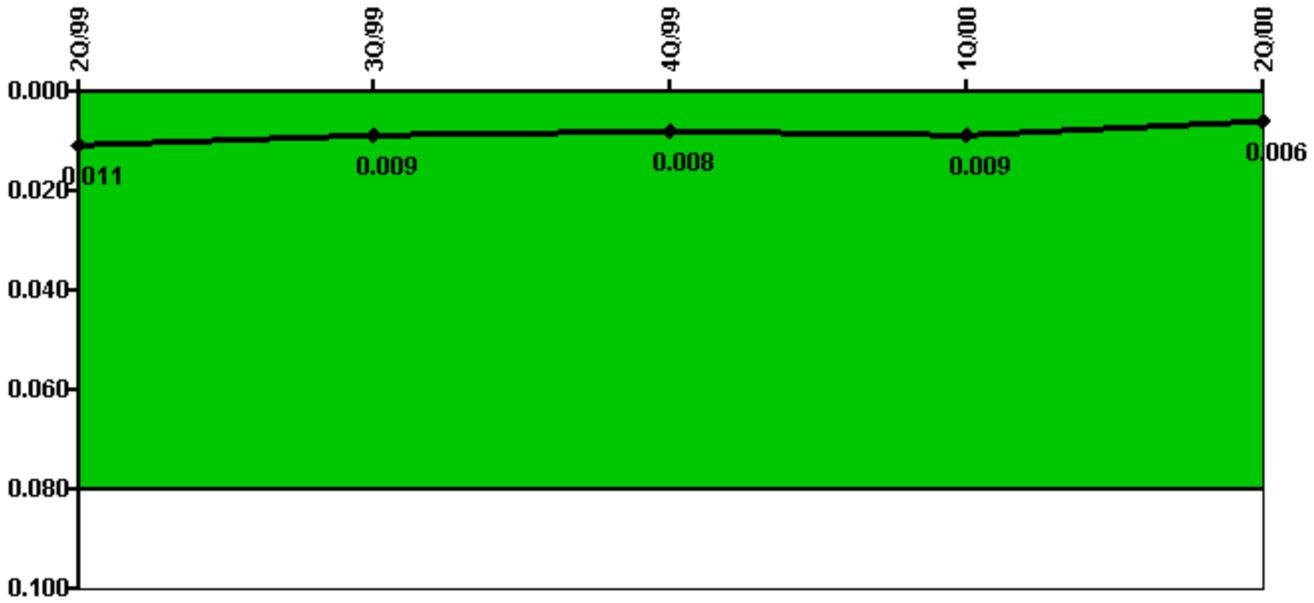
Thresholds: White > 1.0 Yellow > 3.0

#### 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



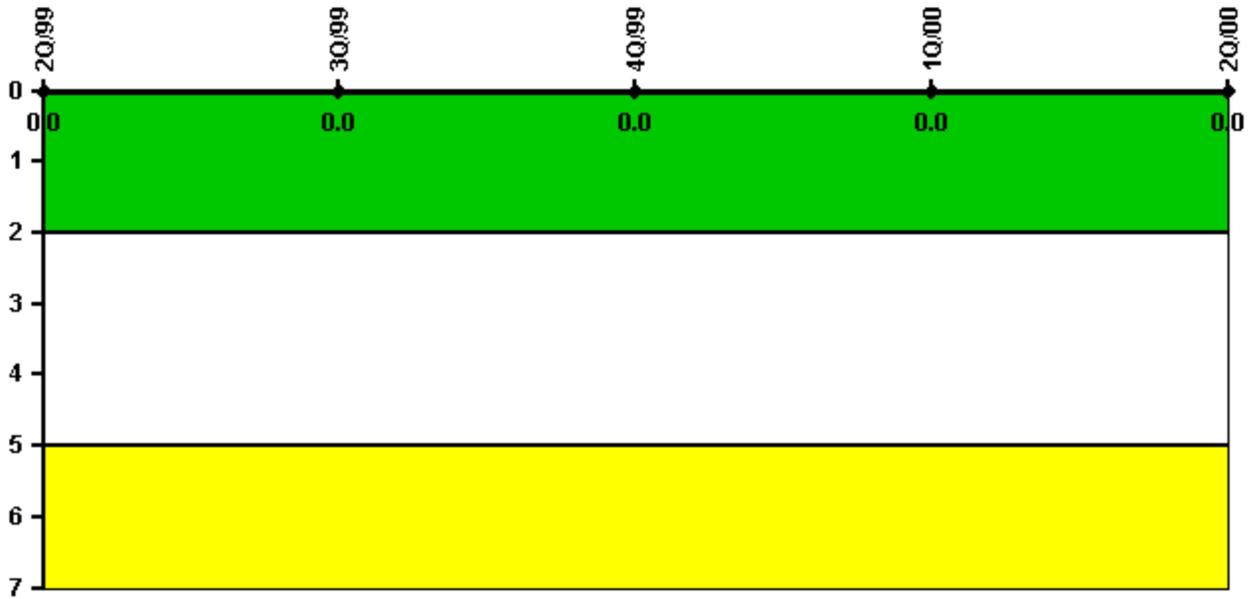
Thresholds: White > 0.080

#### 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
<b>Index Value</b>	<b>0.011</b>	<b>0.009</b>	<b>0.008</b>	<b>0.009</b>	<b>0.006</b>

Licensee Comments: none

### Personnel Screening Program



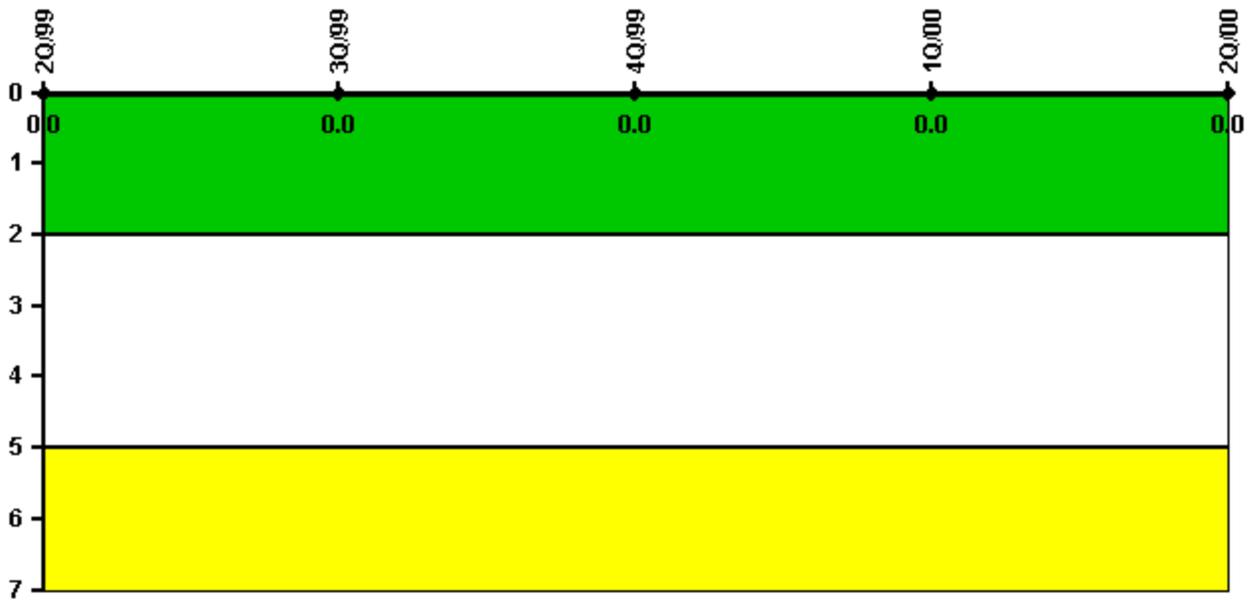
Thresholds: White > 2.0 Yellow > 5.0

#### 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](#)

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