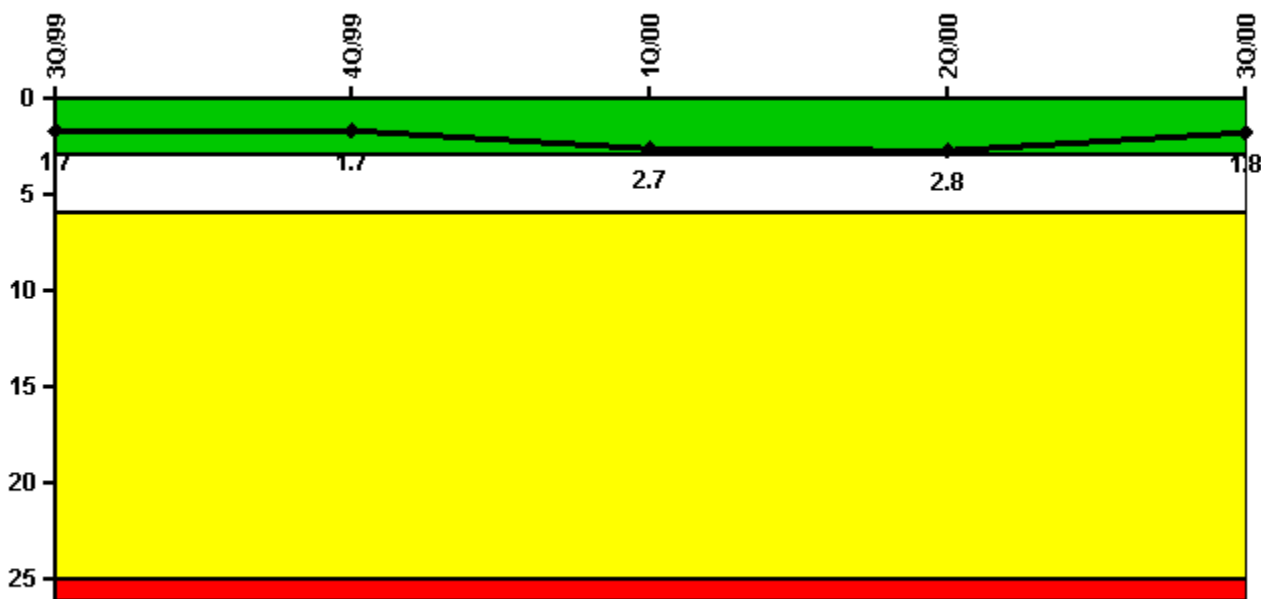


### Calvert Cliffs 1

#### 3Q/2000 Performance Indicators

Licensee's General Comments: A "mid-quarter" change report has been submitted. The change report does not change the color of any performance indicator. These changes were identified just prior to the due date for submitting the third quarter 2000 performance indicator quarterly report and reviews could not be completed in time for the changes to be sent along with the third quarter report. The necessary reviews of the change report are now complete and the change report is now submitted.

#### Unplanned Scrams per 7000 Critical Hrs



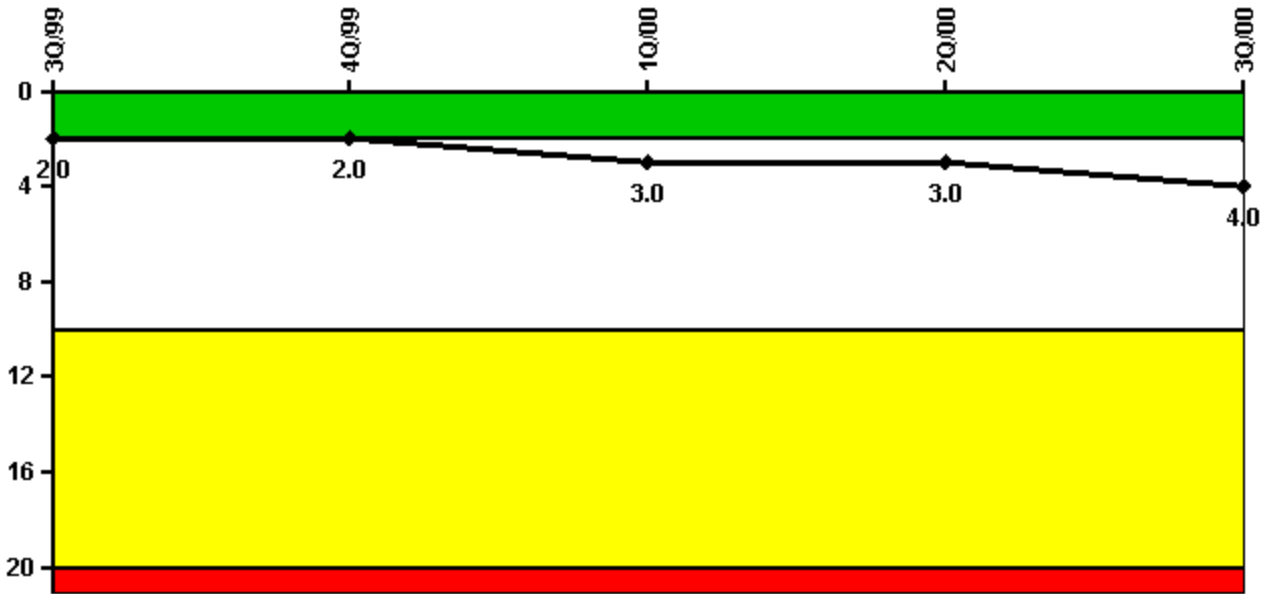
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

#### Notes

Unplanned Scrams per 7000 Critical Hrs	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Unplanned scrams	2.0	0	1.0	0	1.0
Critical hours	1954.0	2209.0	1649.1	1634.4	2181.5
Indicator value	1.7	1.7	2.7	2.8	1.8

Licensee Comments: none

### Scrams with Loss of Normal Heat Removal



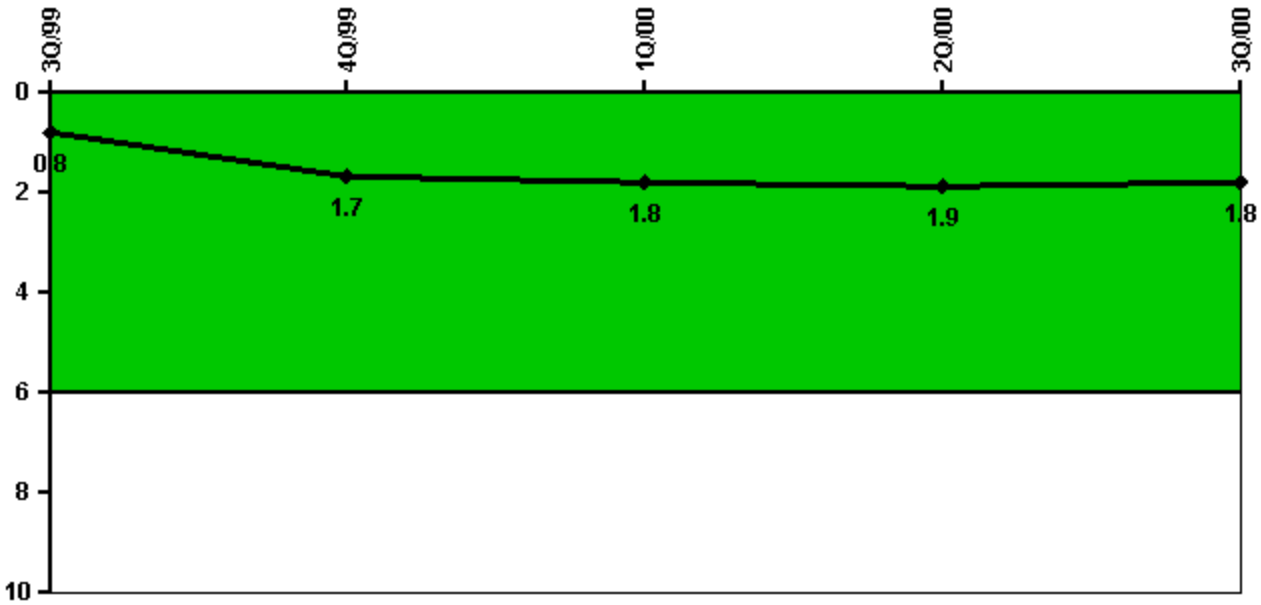
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

#### Notes

Scrams with Loss of Normal Heat Removal	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Scrams	1.0	2.0	3.0	3.0	4.0
Indicator value	2.0	2.0	3.0	3.0	4.0

Licensee Comments: none

### Unplanned Power Changes per 7000 Critical Hrs



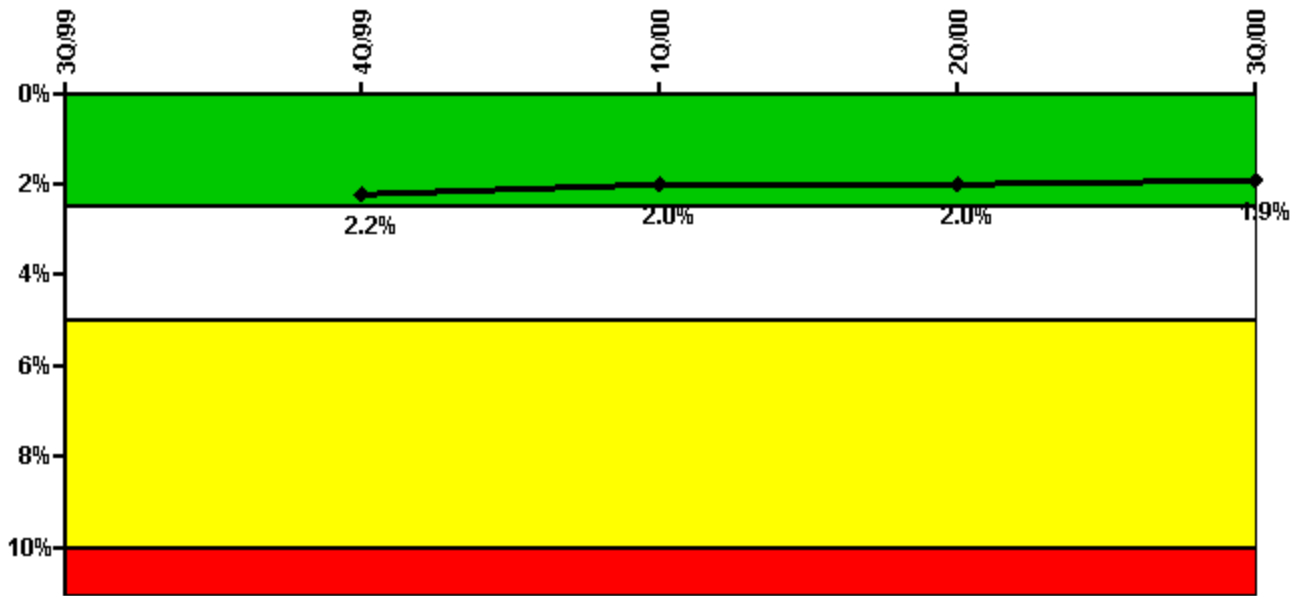
Thresholds: White > 6.0

#### Notes

Unplanned Power Changes per 7000 Critical Hrs	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Unplanned power changes	0	2.0	0	0	0
Critical hours	1954.0	2209.0	1649.1	1634.4	2181.5
<b>Indicator value</b>	<b>0.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.9</b>	<b>1.8</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	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
<b>Train 1</b>					
Planned unavailable hours	35.98	0	21.49	25.81	29.53
Unplanned unavailable hours	24.00	0	0	28.03	1.10
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2208.00	2209.00	2184.00	2183.00	2208.00
<b>Train 2</b>					
Planned unavailable hours	54.37	0.25	25.50	5.00	8.92
Unplanned unavailable hours	0	0	0	0	3.82
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2208.00	2209.00	2184.00	2183.00	2208.00
<b>Indicator value</b>		<b>2.2%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>1.9%</b>

#### Licensee Comments:

3Q/00: This change removes planned and unplanned unavailable hours in 3Q/2000 and 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 unavailable hours during EDG testing meets all requirements in NEI 99-02. The change does not affect the "color" of the indicator.

3Q/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.

3Q/00: The number of planned and unplanned unavailable hours previously submitted for the third 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.

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: 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.

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: 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: 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.

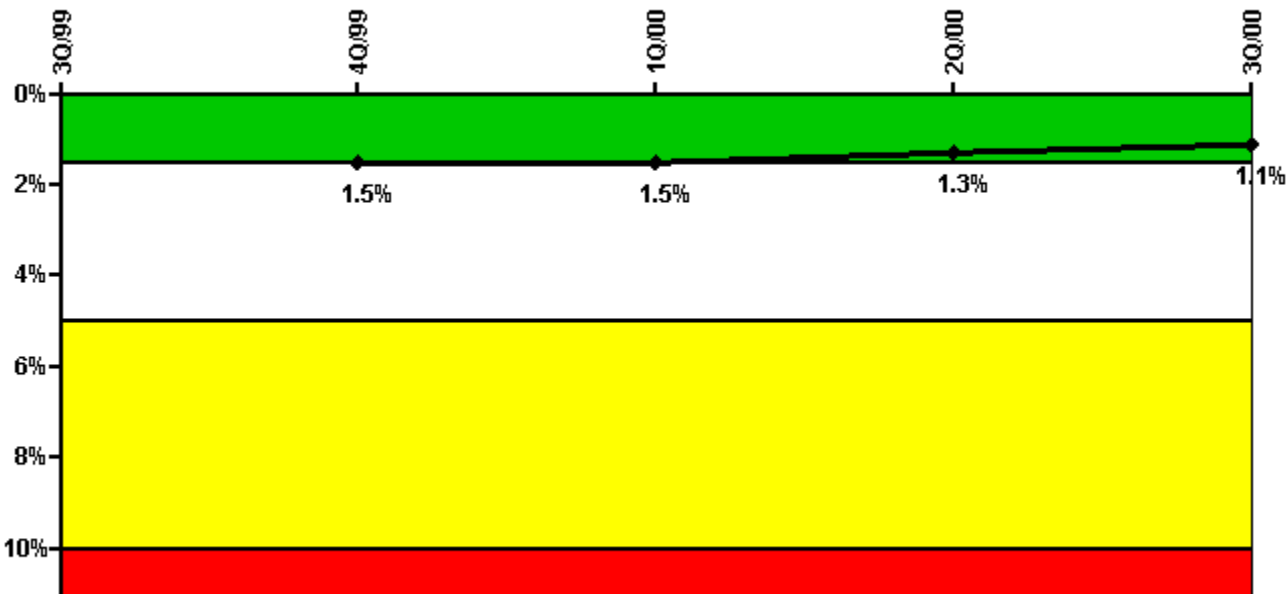
2Q/98: During a self-assessment, we identified unavailable hours that were not reported for the safety-related A or B train diesel generator

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%

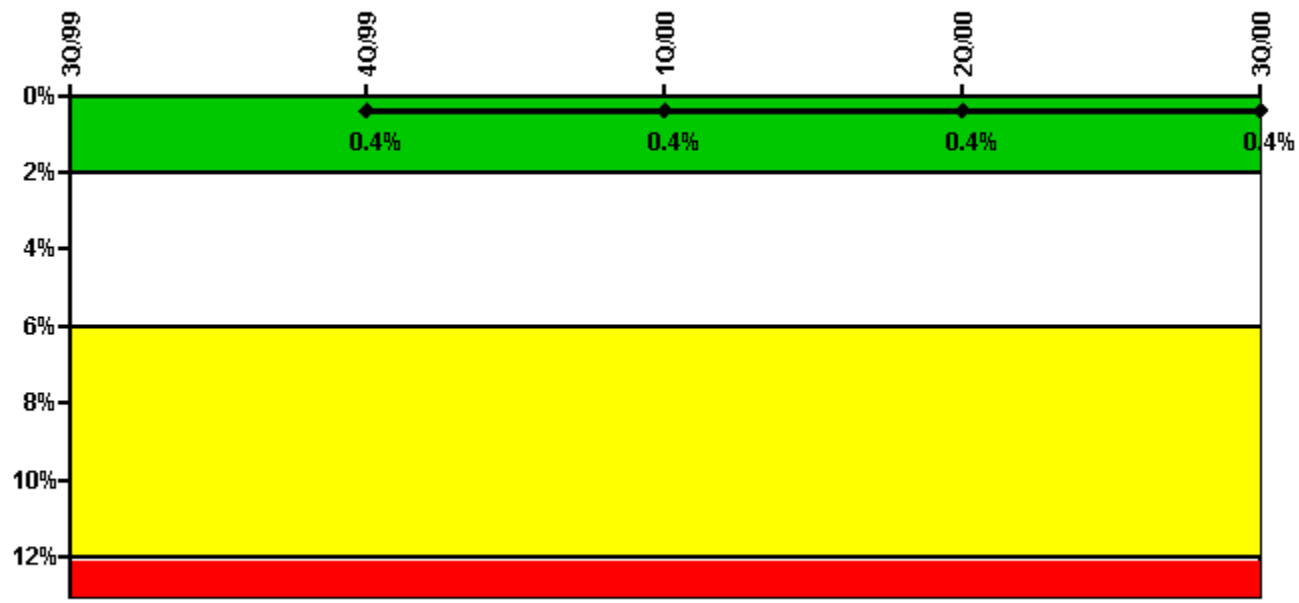
#### Notes

Safety System Unavailability, High Pressure Injection System (HPSI)	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
<b>Train 1</b>					
Planned unavailable hours	10.70	14.02	21.63	1.21	0.38
Unplanned unavailable hours	7.42	0	1.50	7.82	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1954.00	2209.00	1649.10	1634.40	2181.50

<b>Train 2</b>					
Planned unavailable hours	18.29	20.25	21.60	1.04	8.58
Unplanned unavailable hours	0	0	1.05	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1954.00	2209.00	1649.10	1634.40	2181.50
<b>Indicator value</b>		<b>1.5%</b>	<b>1.5%</b>	<b>1.3%</b>	<b>1.1%</b>

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)	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
<b>Train 1</b>					
Planned unavailable hours	21.45	0	1.00	1.00	2.50
Unplanned unavailable hours	0	0	7.67	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1954.00	2209.00	1649.10	1634.40	2181.50
<b>Train 2</b>					
Planned unavailable hours	22.20	0	1.00	1.00	2.50
Unplanned unavailable hours	0	0	7.67	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0

Required hours	1954.00	2209.00	1649.10	1634.40	2181.50
<b>Train 3</b>					
Planned unavailable hours	0	0	0	18.33	3.16
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	1954.00	2209.00	1649.10	1634.40	2181.50
<b>Indicator value</b>		<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>

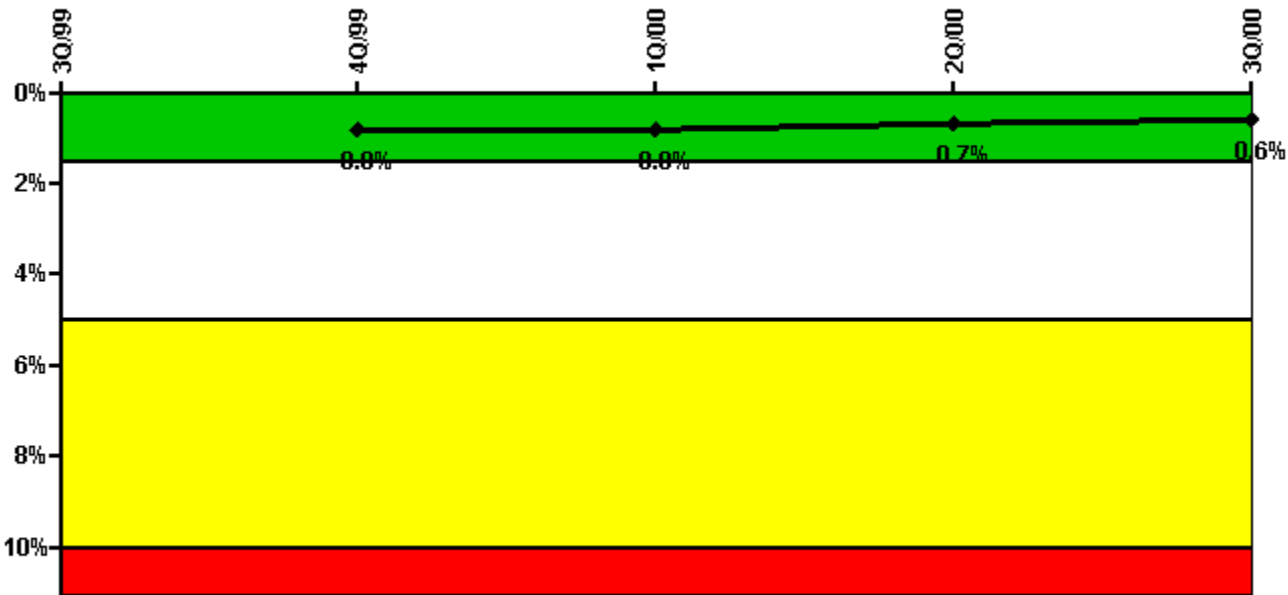
Licensee Comments:

3Q/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.

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	3Q/99	4Q/99	1Q/00	2Q/00	3Q/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	0	0	489.20	454.30	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	0	0	489.20	454.30	0
<b>Train 3</b>					
Planned unavailable hours	29.80	16.88	25.11	1.58	1.89
Unplanned unavailable hours	7.42	0	1.95	7.82	1.10
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2208.00	2209.00	1694.80	1728.70	2208.00
<b>Train 4</b>					
Planned unavailable hours	38.38	19.44	21.74	2.18	9.52
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	2208.00	2209.00	1694.80	1728.70	2208.00
<b>Indicator value</b>		<b>0.8%</b>	<b>0.8%</b>	<b>0.7%</b>	<b>0.6%</b>

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.

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 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.

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 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 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.

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 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.

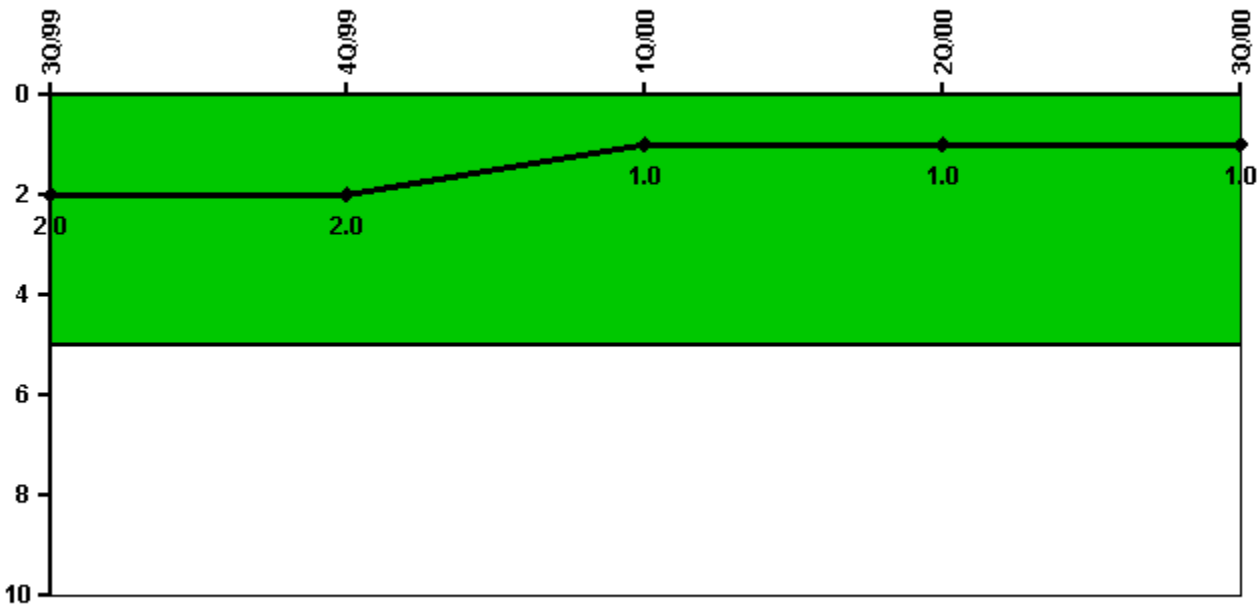
4Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported. While we were making this change, we also discovered that the data previously 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.

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.

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 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)



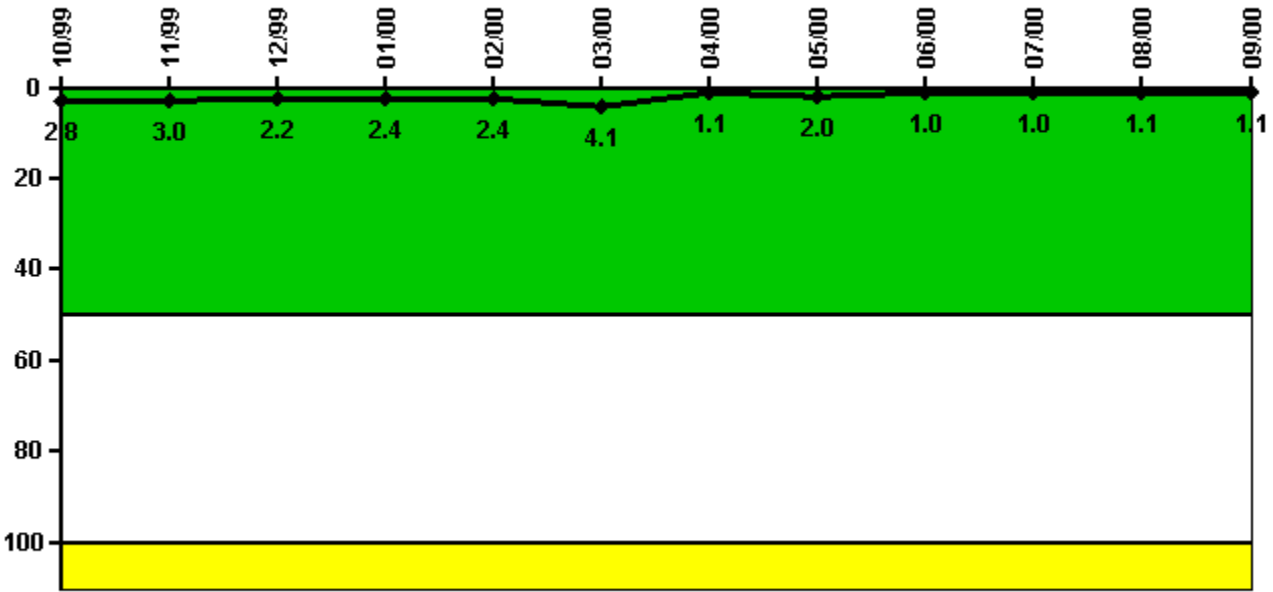
Thresholds: White > 5.0

#### Notes

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

Licensee Comments: none

### Reactor Coolant System Activity



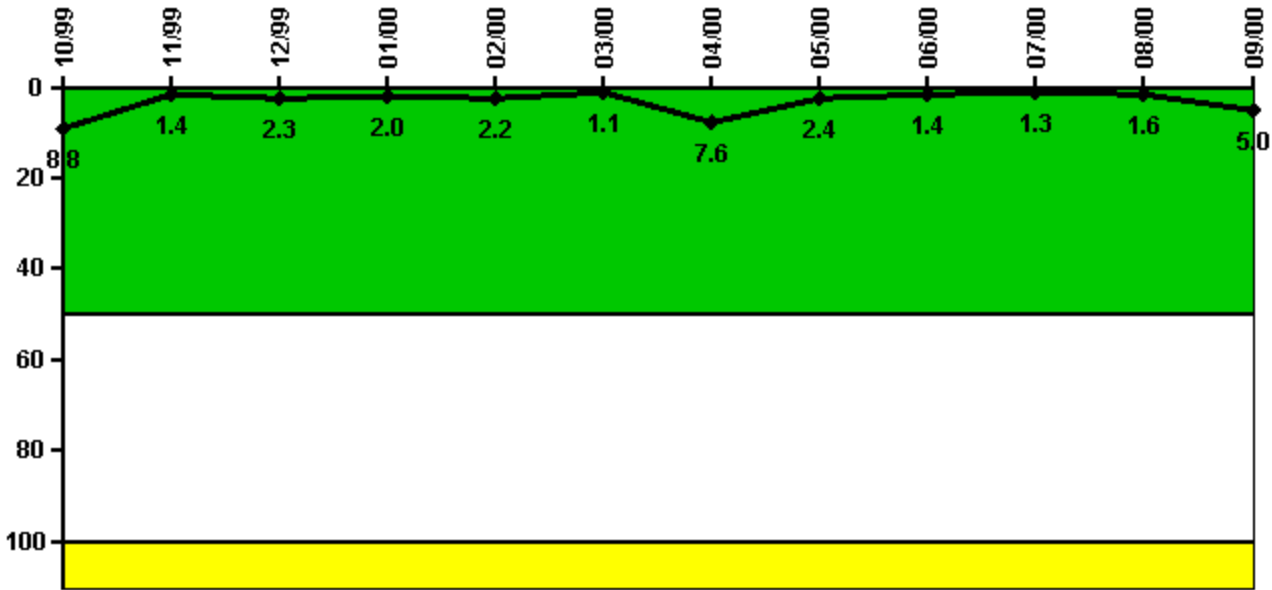
Thresholds: White > 50.0 Yellow > 100.0

#### Notes

Reactor Coolant System Activity	10/99	11/99	12/99	1/00	2/00	3/00	4/00	5/00	6/00	7/00	8/00	9/00
Maximum activity	0.027500	0.029600	0.022400	0.024200	0.023700	0.041000	0.010600	0.019600	0.010200	0.010100	0.010700	0.011000
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	2.8	3.0	2.2	2.4	2.4	4.1	1.1	2.0	1.0	1.0	1.1	1.1

Licensee Comments: none

### Reactor Coolant System Leakage



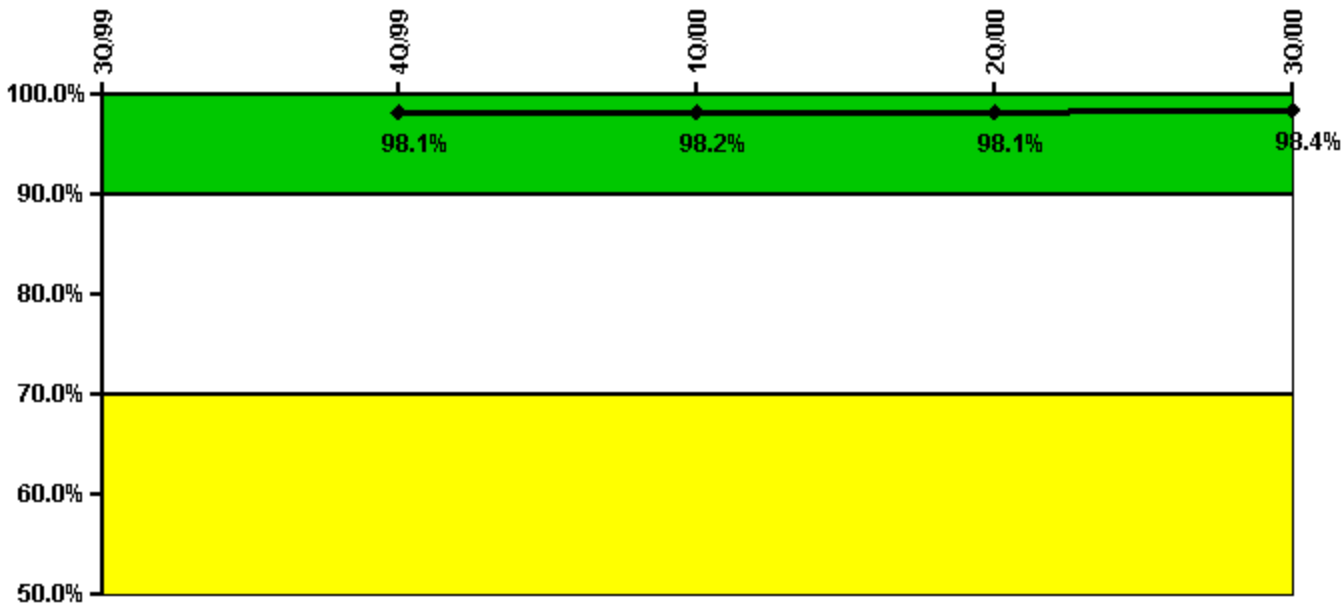
Thresholds: White > 50.0 Yellow > 100.0

#### Notes

Reactor Coolant System Leakage	10/99	11/99	12/99	1/00	2/00	3/00	4/00	5/00	6/00	7/00	8/00	9/00
Maximum leakage	0.877	0.136	0.233	0.197	0.224	0.109	0.765	0.242	0.144	0.127	0.163	0.500
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	8.8	1.4	2.3	2.0	2.2	1.1	7.6	2.4	1.4	1.3	1.6	5.0

Licensee Comments: none

### Drill/Exercise Performance



Thresholds: White < 90.0% Yellow < 70.0%

#### Notes

Drill/Exercise Performance	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Successful opportunities	34.0	57.0	10.0	19.0	32.0
Total opportunities	34.0	59.0	10.0	19.0	33.0
Indicator value		98.1%	98.2%	98.1%	98.4%

#### Licensee Comments:

3Q/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. 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.

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.

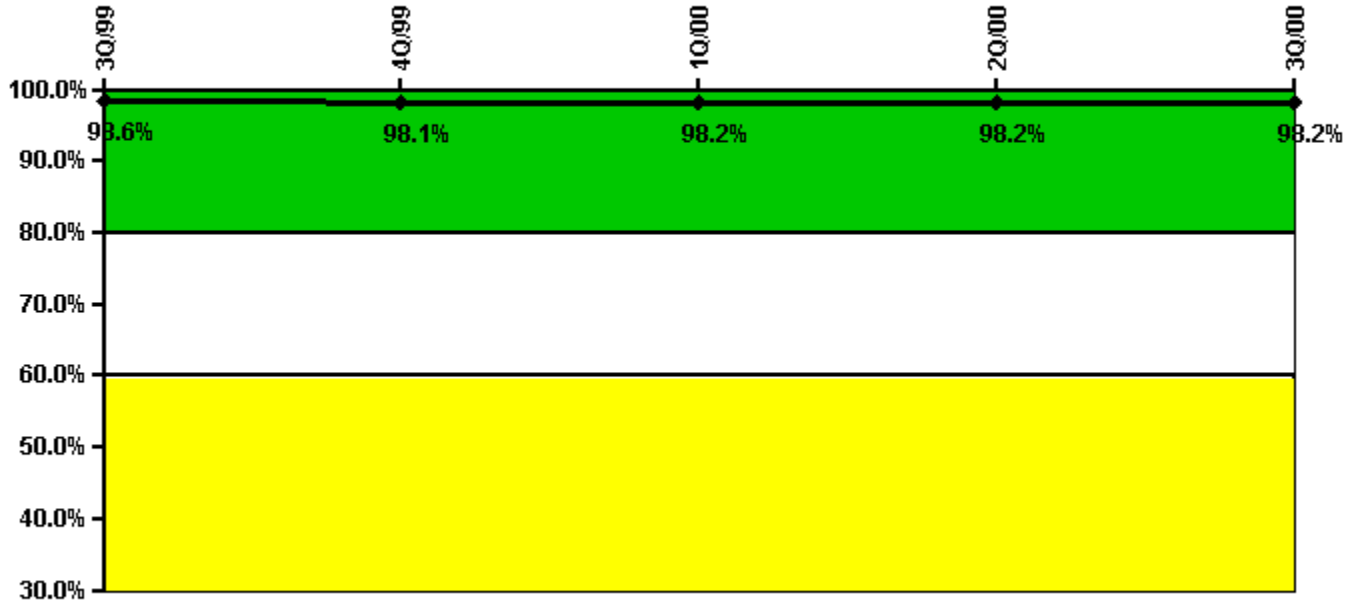
1Q/00: Previously submitted data for both the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised from 16 to 10. This change is necessary following discovery that previously reported data included data regarding 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.

### ERO Drill Participation



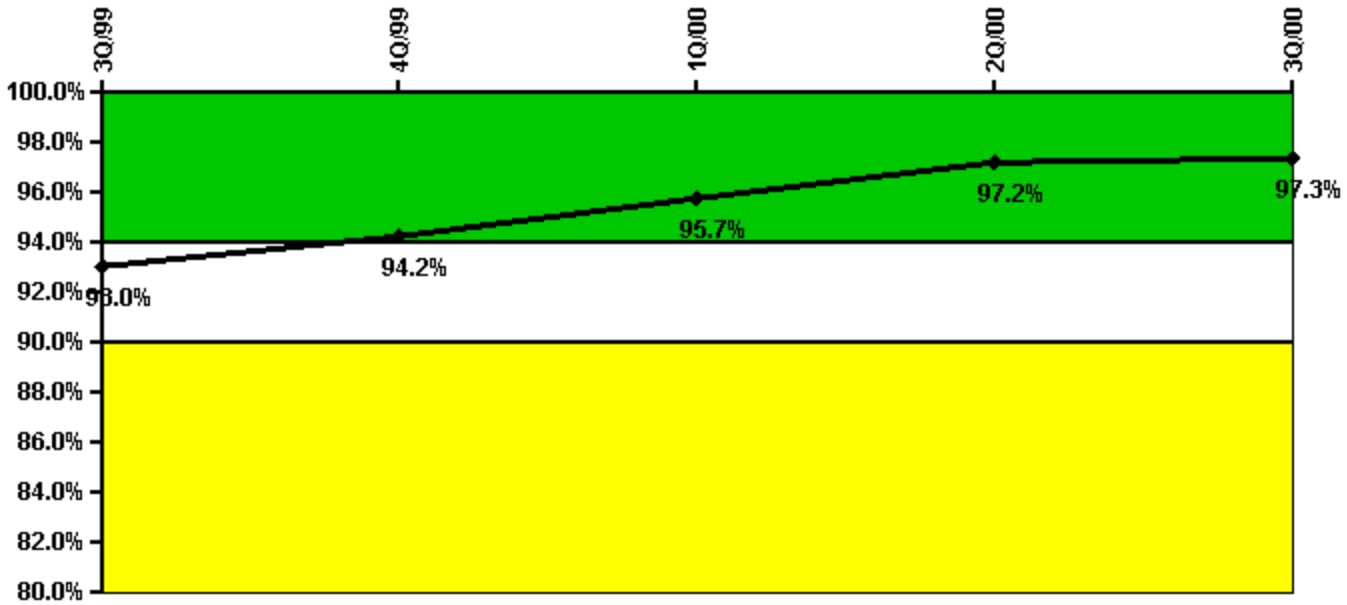
Thresholds: White < 80.0% Yellow < 60.0%

### Notes

ERO Drill Participation	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Participating Key personnel	68.0	52.0	56.0	56.0	55.0
Total Key personnel	69.0	53.0	57.0	57.0	56.0
Indicator value	98.6%	98.1%	98.2%	98.2%	98.2%

Licensee Comments: none

### Alert & Notification System



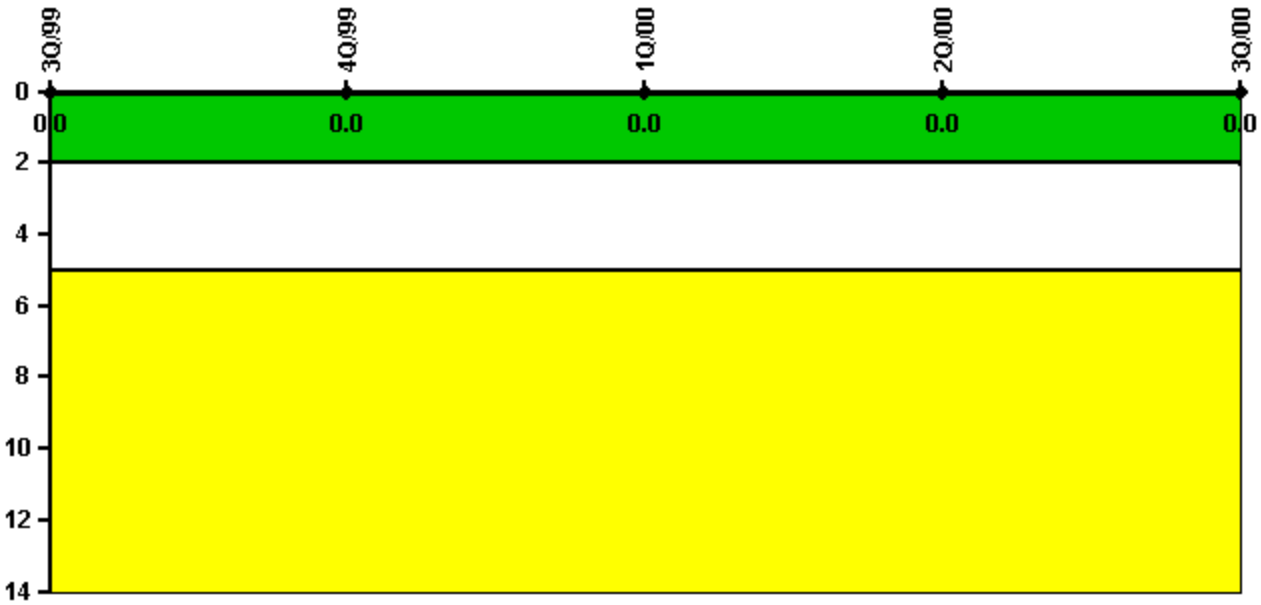
Thresholds: White < 94.0% Yellow < 90.0%

#### Notes

Alert & Notification System	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
Successful siren-tests	862	861	929	929	906
Total sirens-tests	896	885	950	955	936
Indicator value	93.0%	94.2%	95.7%	97.2%	97.3%

Licensee Comments: none

### Occupational Exposure Control Effectiveness



Thresholds: White > 2.0 Yellow > 5.0

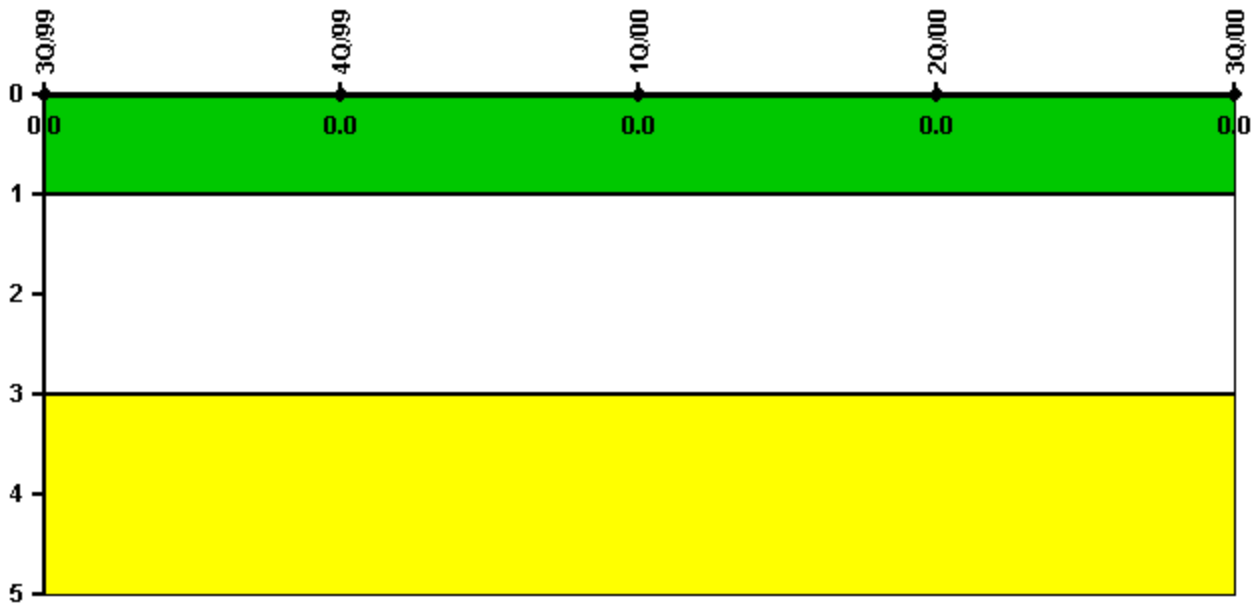
#### Notes

Occupational Exposure Control Effectiveness	3Q/99	4Q/99	1Q/00	2Q/00	3Q/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



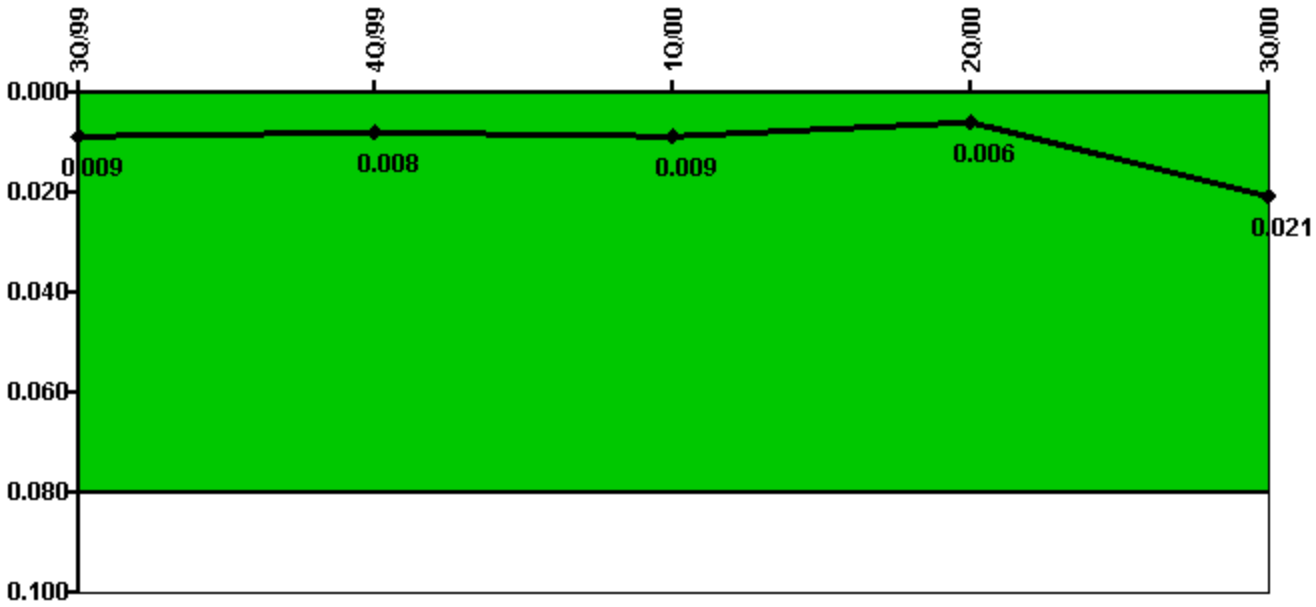
Thresholds: White > 1.0 Yellow > 3.0

#### Notes

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

Licensee Comments: none

### Protected Area Security Performance Index



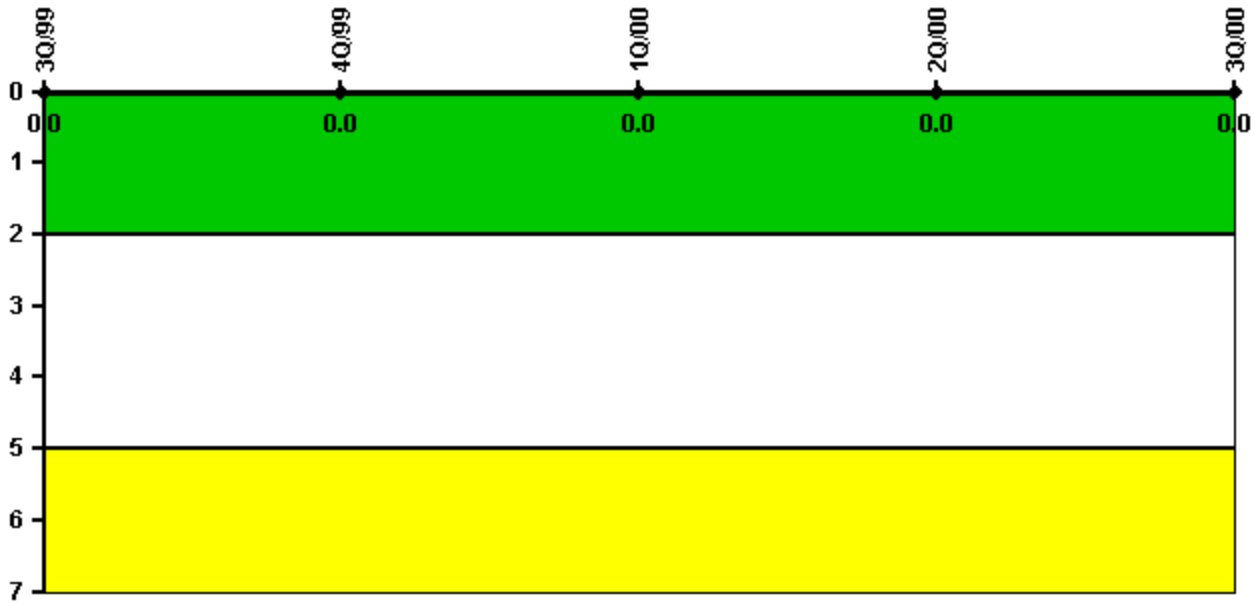
Thresholds: White > 0.080

#### Notes

Protected Area Security Performance Index	3Q/99	4Q/99	1Q/00	2Q/00	3Q/00
IDS compensatory hours	24.40	50.10	46.00	38.60	390.70
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>0.009</b>	<b>0.008</b>	<b>0.009</b>	<b>0.006</b>	<b>0.021</b>

Licensee Comments: none

### Personnel Screening Program



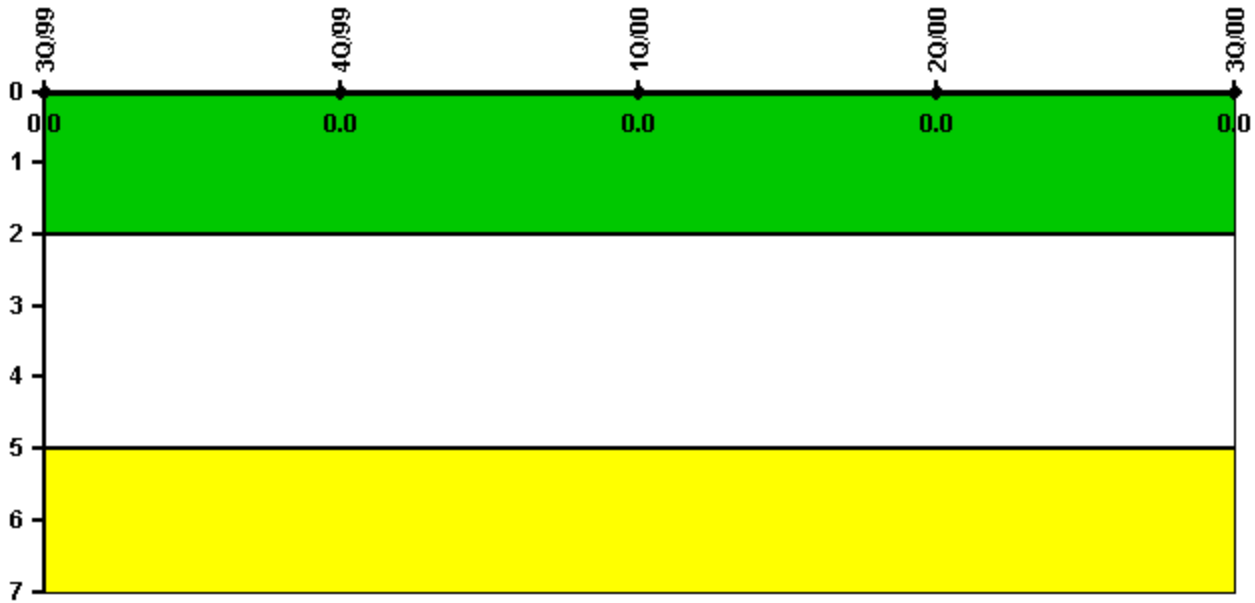
Thresholds: White > 2.0 Yellow > 5.0

#### Notes

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

Licensee Comments: none

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Last Modified: March 29, 2002