

Calvert Cliffs 2

4Q/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	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Unplanned scrams	0	0	0	0	0
Critical hours	2209.0	2019.8	2183.0	2208.0	2209.0
Indicator value	0	0	0	0	0

Licensee Comments: none

Scrams with Loss of Normal Heat Removal



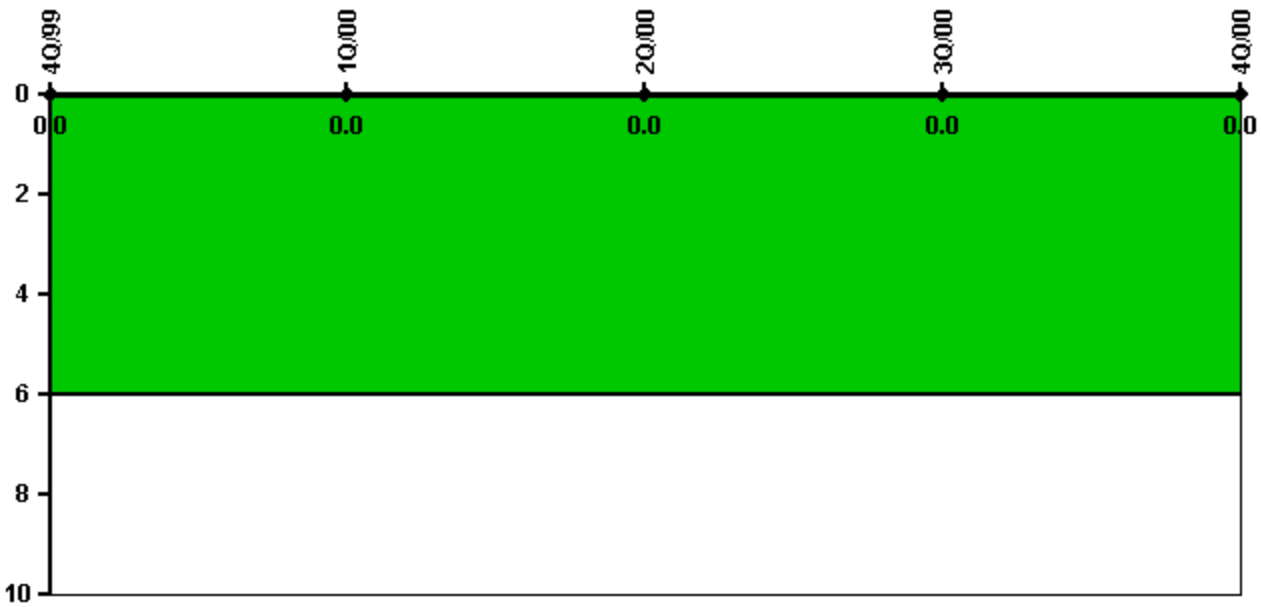
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

Notes

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

Licensee Comments: none

Unplanned Power Changes per 7000 Critical Hrs



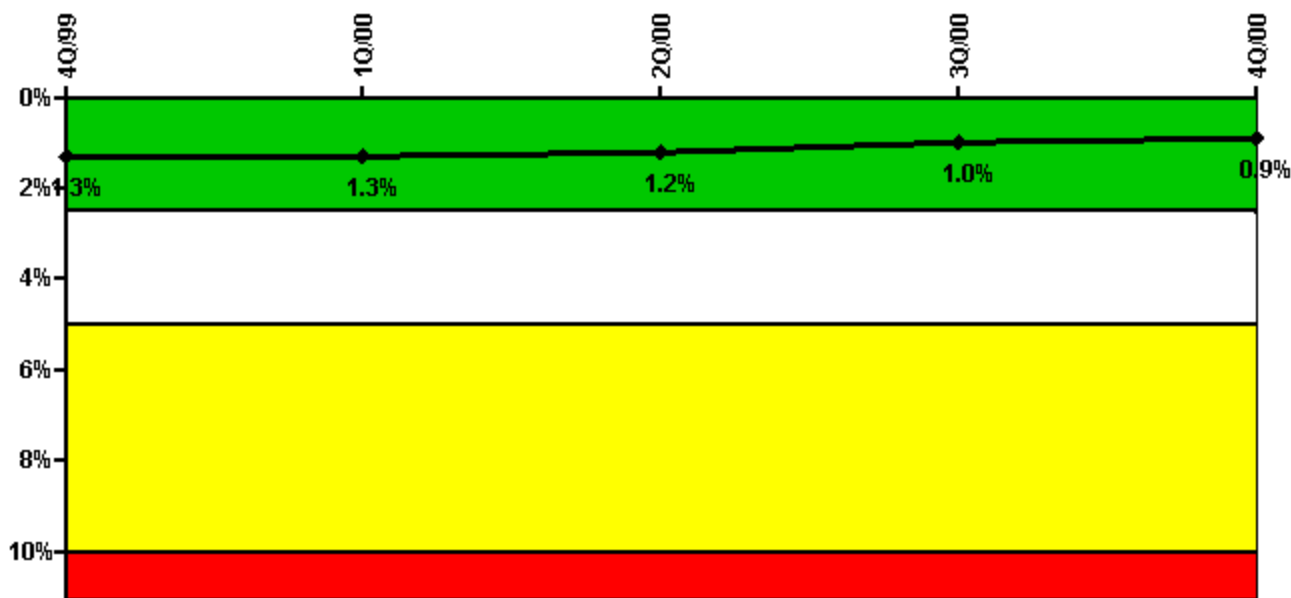
Thresholds: White > 6.0

Notes

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

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	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Train 1					
Planned unavailable hours	2.15	31.00	0	0	0
Unplanned unavailable hours	10.83	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	2183.00	2208.00	2209.00
Train 2					
Planned unavailable hours	0.12	13.38	0	0	0.50
Unplanned unavailable hours	8.40	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	2183.00	2208.00	2209.00
Indicator value	1.3%	1.3%	1.2%	1.0%	0.9%

Licensee Comments:

4Q/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/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.

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 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.

3Q/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.

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.

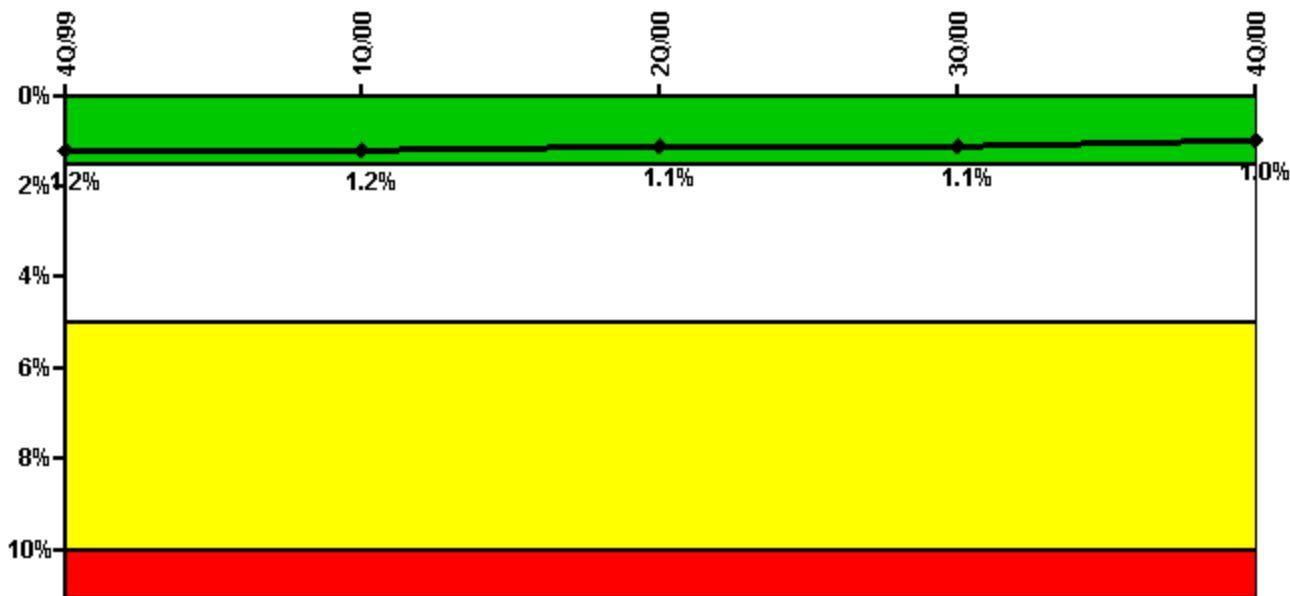
1Q/00: This change removes planned unavailable hours in 1Q/2000 through 1Q/2001 for trains 1 and 2 of the Emergency AC Power system that were previously submitted that accounted for unavailable hours incurred during emergency diesel generator (EDG) testing when performing air barring of the EDG. Calvert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

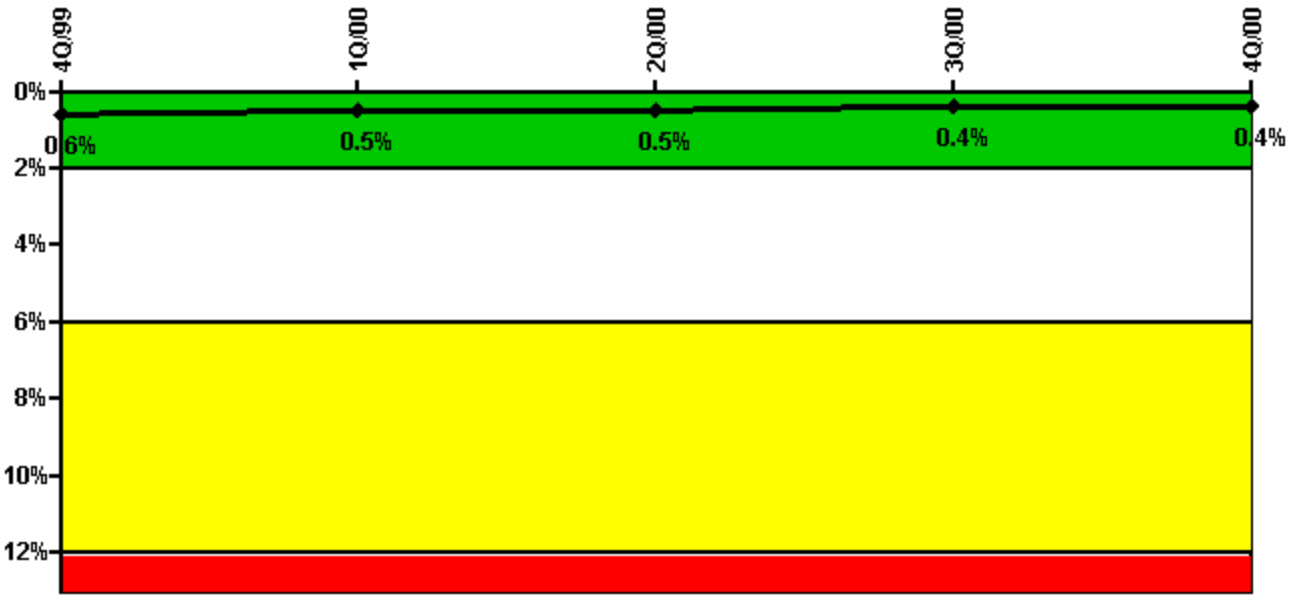
Notes

Safety System Unavailability, High Pressure Injection System (HPSI)	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Train 1					
Planned unavailable hours	18.03	17.50	0.54	1.35	15.63
Unplanned unavailable hours	10.83	0	0	0	7.33
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2019.80	2183.00	2208.00	2209.00
Train 2					
Planned unavailable hours	1.66	12.84	0.62	26.17	1.13
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	2209.00	2019.80	2183.00	2208.00	2209.00
Indicator value	1.2%	1.2%	1.1%	1.1%	1.0%

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)	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Train 1					
Planned unavailable hours	9.25	1.00	1.00	1.00	2.75
Unplanned unavailable hours	0	5.12	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2019.80	2183.00	2208.00	2209.00
Train 2					
Planned unavailable hours	9.25	1.00	1.00	1.00	2.75
Unplanned unavailable hours	0	5.12	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2019.80	2183.00	2208.00	2209.00
Train 3					
Planned unavailable hours	11.00	0	1.50	5.23	3.83
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	2209.00	2019.80	2183.00	2208.00	2209.00
Indicator value	0.6%	0.5%	0.5%	0.4%	0.4%

Licensee Comments:

4Q/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.

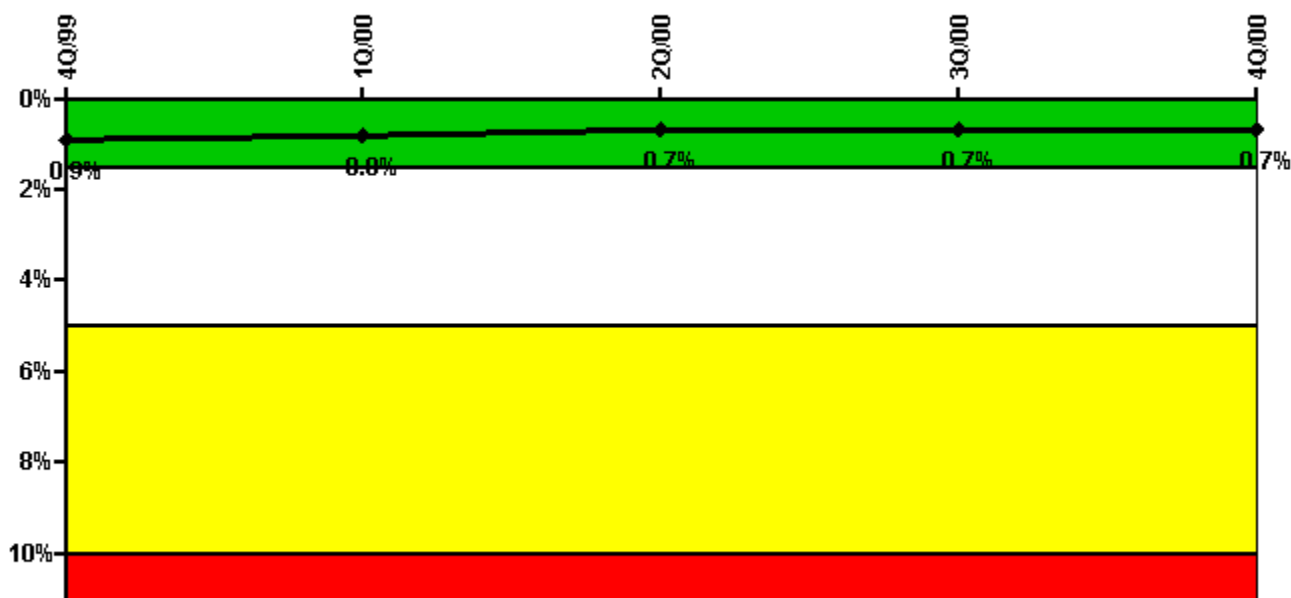
3Q/00: The number of planned unavailable hours previously submitted for the first quarter of 2000 through the fourth quarter of 2000 for trains

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	4Q/99	1Q/00	2Q/00	3Q/00	4Q/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	0	109.90	0	0	0
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	0	109.90	0	0	0
Train 3					
Planned unavailable hours	26.93	18.60	1.88	1.42	17.30
Unplanned unavailable hours	10.83	0	0	0	7.33
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2074.10	2183.00	2208.00	2209.00
Train 4					
Planned unavailable hours	1.43	15.10	1.36	26.41	2.23
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	2209.00	2074.10	2183.00	2208.00	2209.00
Indicator value	0.9%	0.8%	0.7%	0.7%	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.

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: 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: 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.

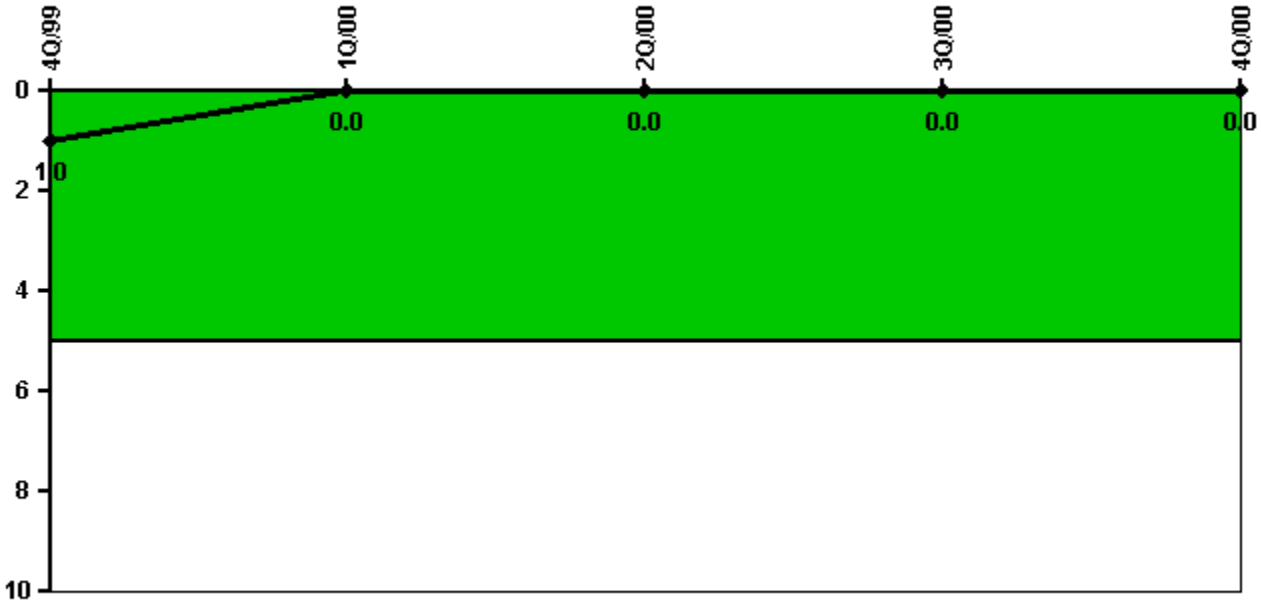
4Q/97: The revision reports additional unavailable hours that were recently discovered after recognizing that some surveillance testing hours were not adequately captured. This issue is being resolved and the hours are now reported.

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)



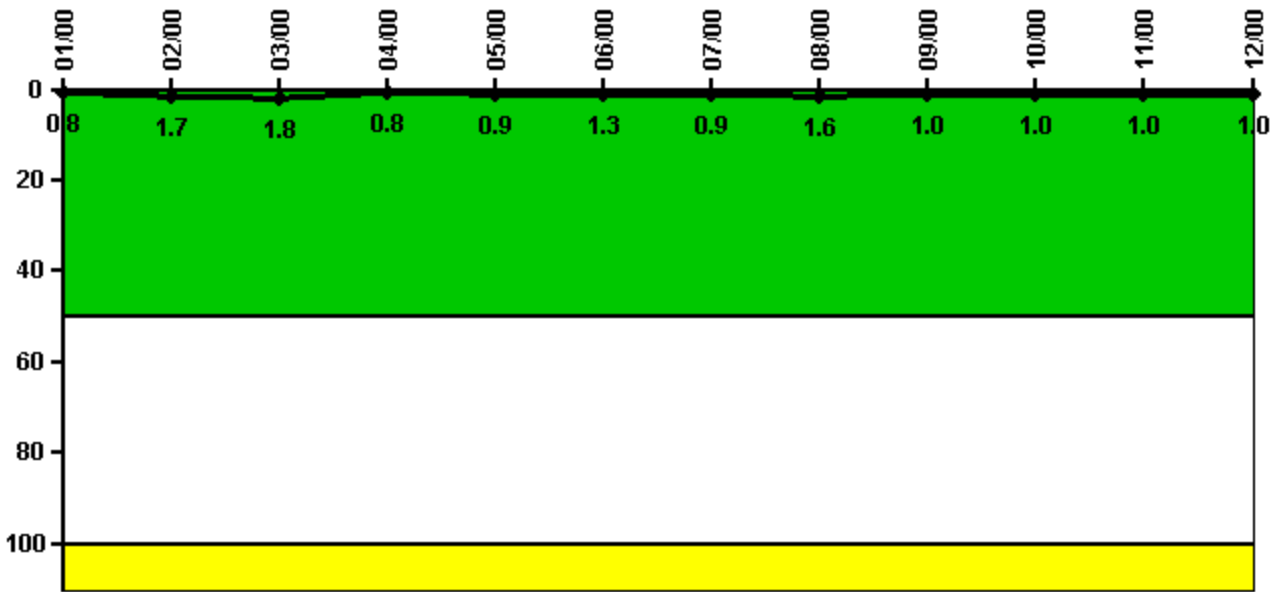
Thresholds: White > 5.0

Notes

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

Licensee Comments: none

Reactor Coolant System Activity



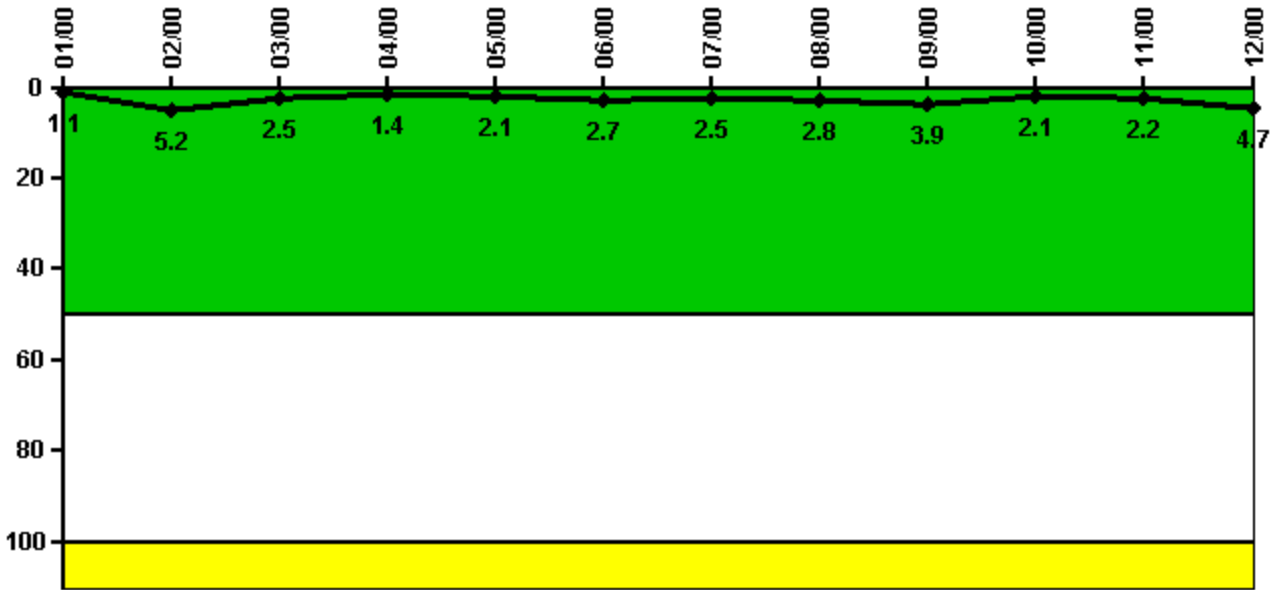
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Activity	1/00	2/00	3/00	4/00	5/00	6/00	7/00	8/00	9/00	10/00	11/00	12/00
Maximum activity	0.008020	0.017200	0.018400	0.008250	0.008750	0.012700	0.008910	0.016400	0.009940	0.009960	0.010200	0.010400
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	0.8	1.7	1.8	0.8	0.9	1.3	0.9	1.6	1.0	1.0	1.0	1.0

Licensee Comments: none

Reactor Coolant System Leakage



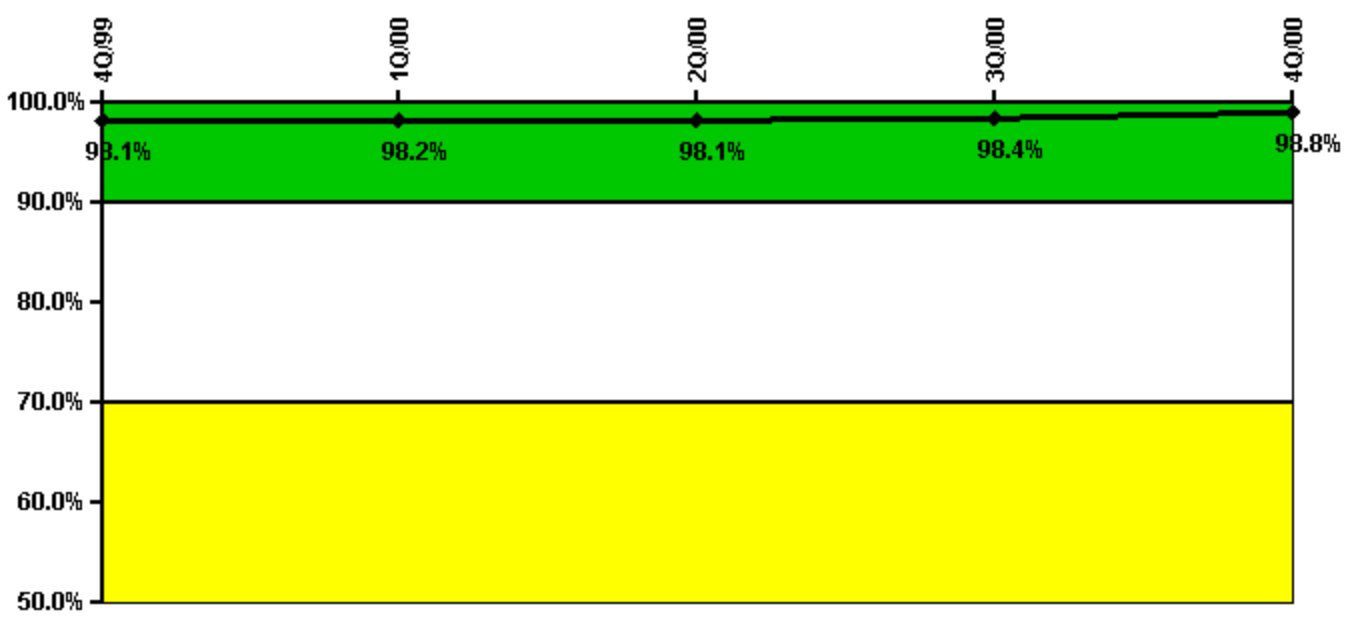
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Leakage	1/00	2/00	3/00	4/00	5/00	6/00	7/00	8/00	9/00	10/00	11/00	12/00
Maximum leakage	0.114	0.521	0.254	0.142	0.207	0.267	0.254	0.277	0.393	0.212	0.224	0.471
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	1.1	5.2	2.5	1.4	2.1	2.7	2.5	2.8	3.9	2.1	2.2	4.7

Licensee Comments: none

Drill/Exercise Performance



Thresholds: White < 90.0% Yellow < 70.0%

Notes

Drill/Exercise Performance	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Successful opportunities	57.0	10.0	19.0	32.0	33.0
Total opportunities	59.0	10.0	19.0	33.0	33.0
Indicator value	98.1%	98.2%	98.1%	98.4%	98.8%

Licensee Comments:

4Q/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.

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 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.

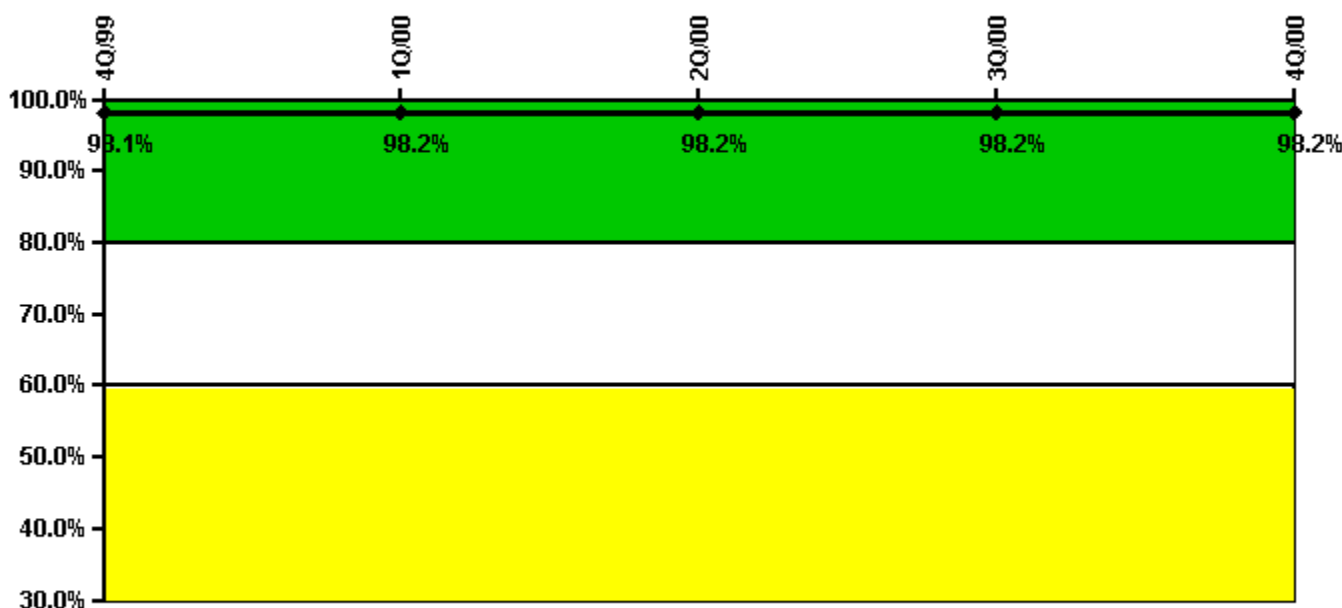
1Q/00: Previously submitted data for both the number of opportunities performed timely and accurately during the quarter, and the number of opportunities during the quarter has been revised from 16 to 10. This change is necessary following discovery that previously reported data included data regarding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



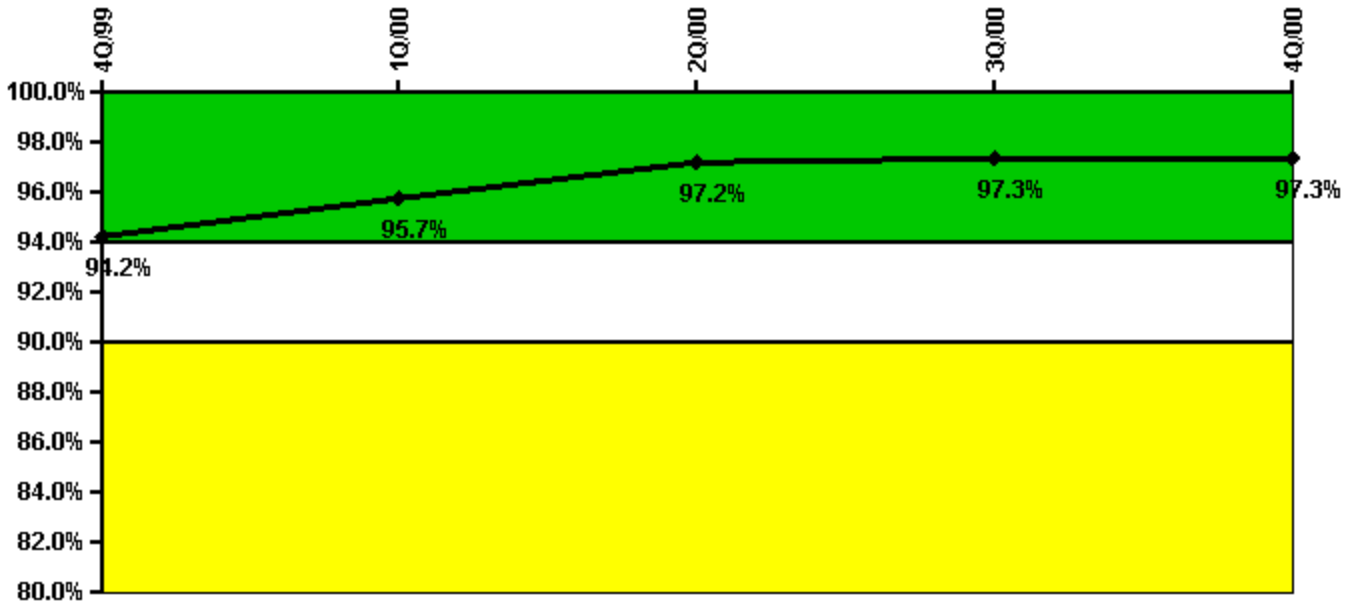
Thresholds: White < 80.0% Yellow < 60.0%

Notes

ERO Drill Participation	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Participating Key personnel	52.0	56.0	56.0	55.0	54.0
Total Key personnel	53.0	57.0	57.0	56.0	55.0
Indicator value	98.1%	98.2%	98.2%	98.2%	98.2%

Licensee Comments: none

Alert & Notification System



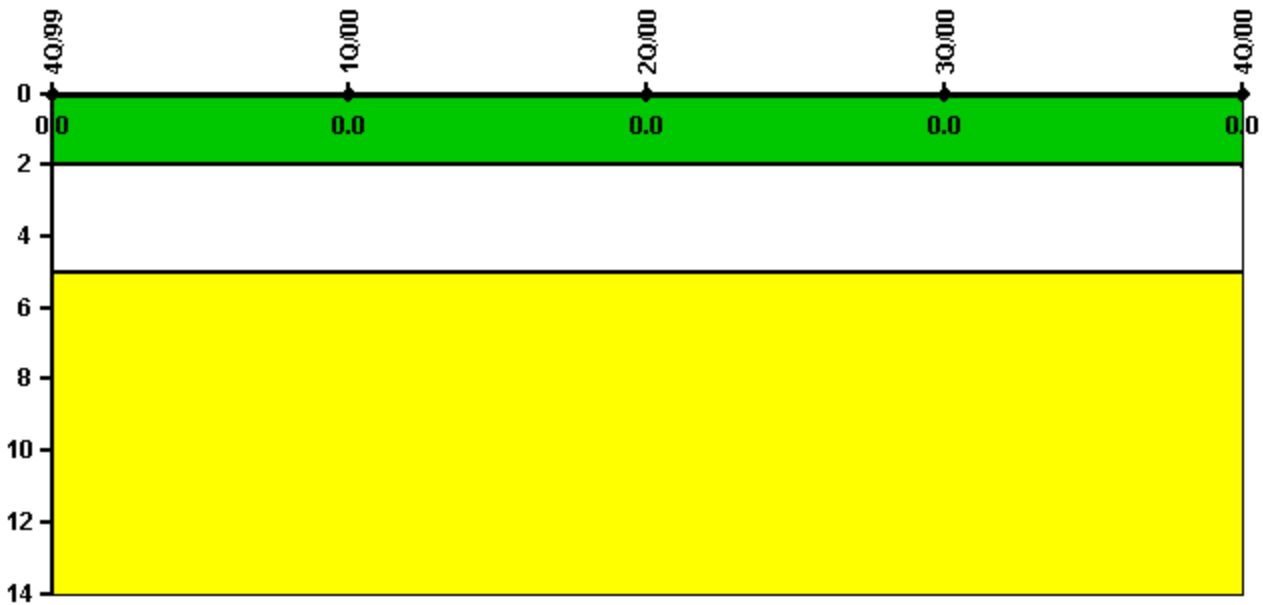
Thresholds: White < 94.0% Yellow < 90.0%

Notes

Alert & Notification System	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Successful siren-tests	861	929	929	906	1039
Total sirens-tests	885	950	955	936	1068
Indicator value	94.2%	95.7%	97.2%	97.3%	97.3%

Licensee Comments: none

Occupational Exposure Control Effectiveness



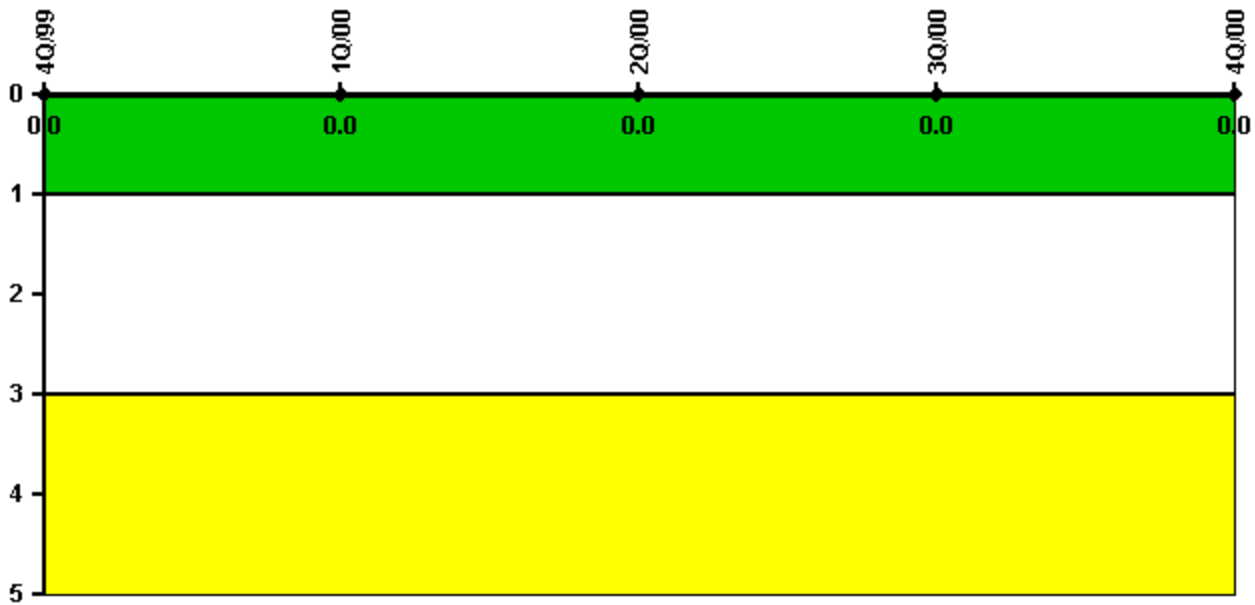
Thresholds: White > 2.0 Yellow > 5.0

Notes

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



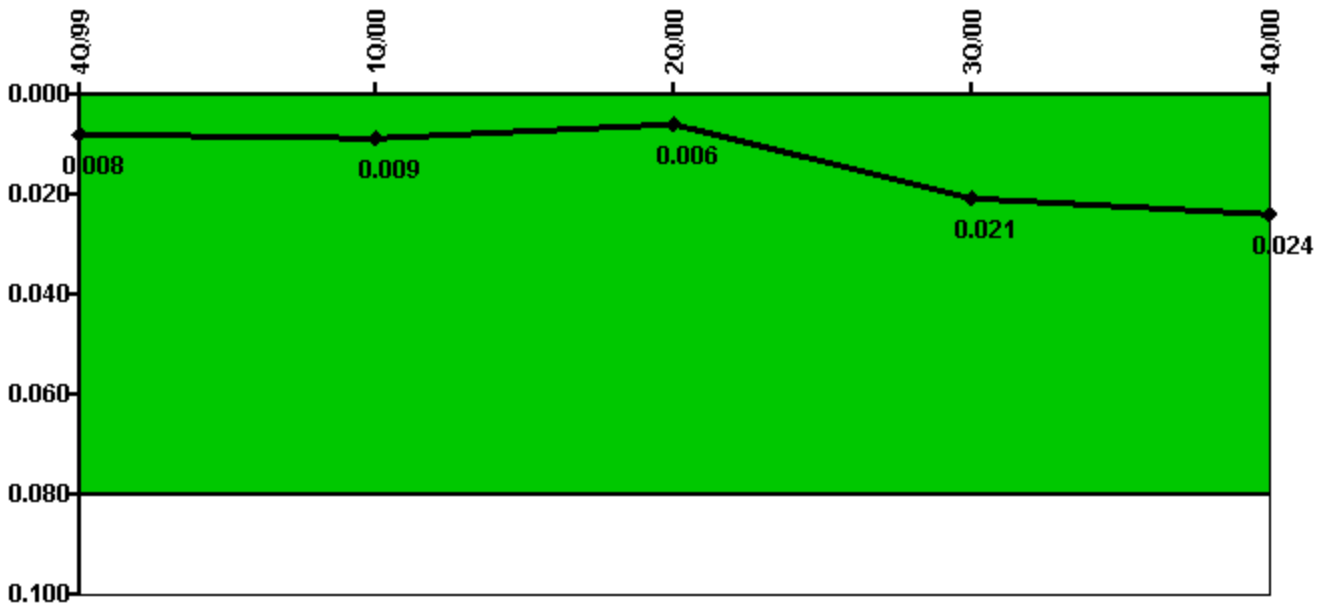
Thresholds: White > 1.0 Yellow > 3.0

Notes

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

Licensee Comments: none

Protected Area Security Performance Index



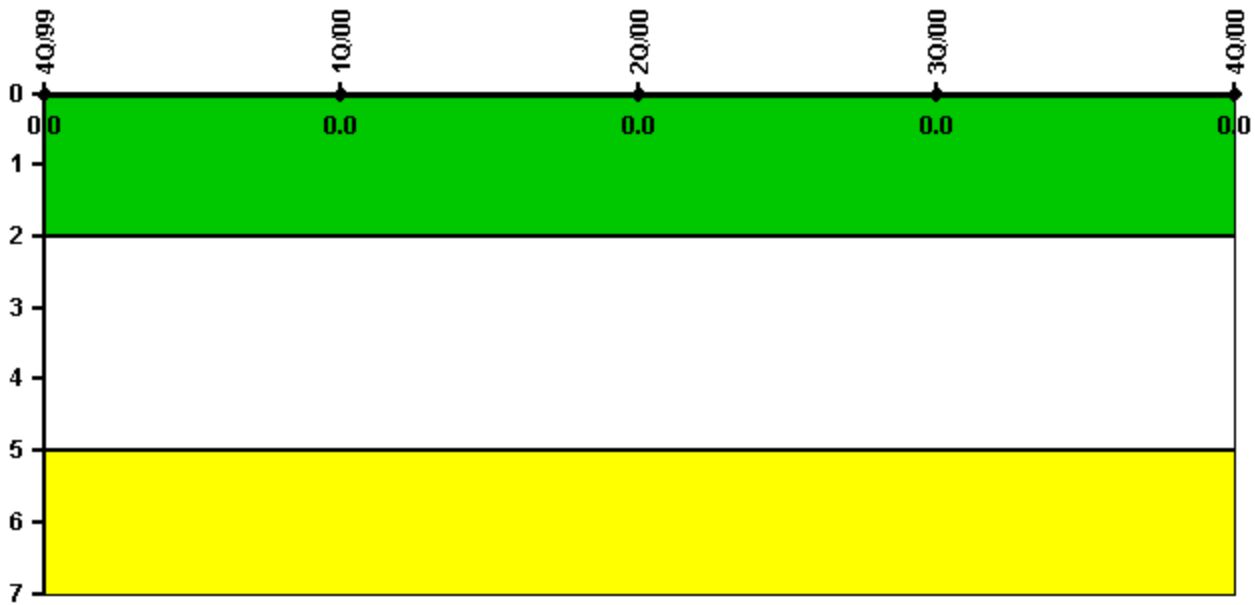
Thresholds: White > 0.080

Notes

Protected Area Security Performance Index	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
IDS compensatory hours	50.10	46.00	38.60	390.70	116.70
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
Index Value	0.008	0.009	0.006	0.021	0.024

Licensee Comments: none

Personnel Screening Program



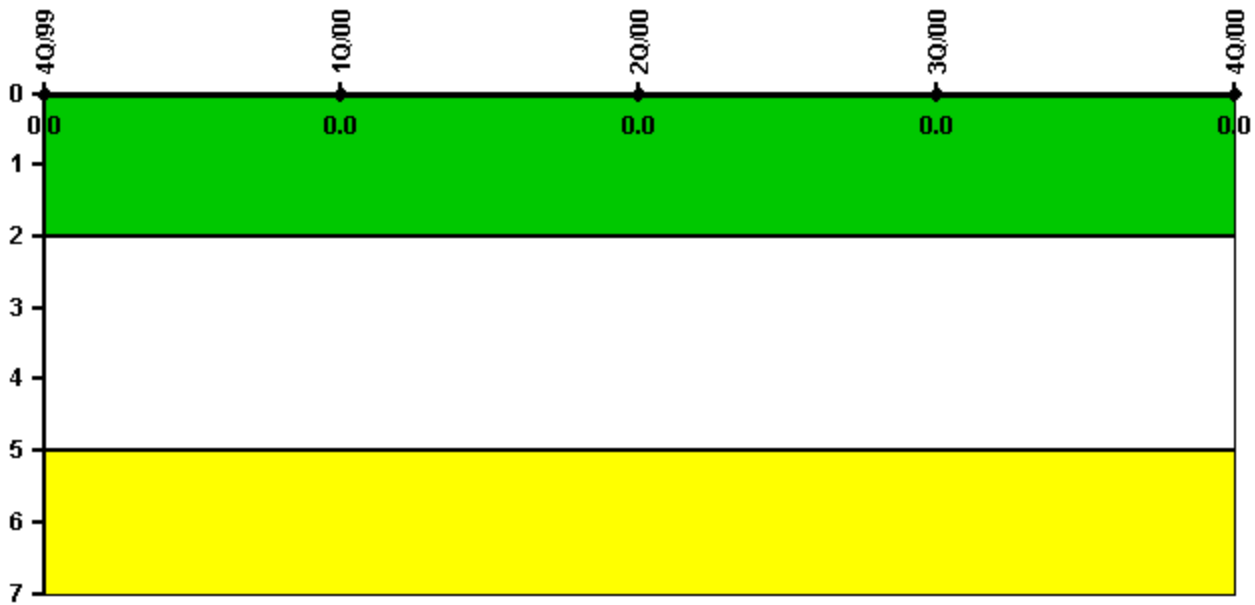
Thresholds: White > 2.0 Yellow > 5.0

Notes

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

Licensee Comments: none

▲ [PI Summary](#) | [Inspection Findings Summary](#) | [Action Matrix Summary](#) | [Reactor Oversight Process](#)

Last Modified: March 28, 2002