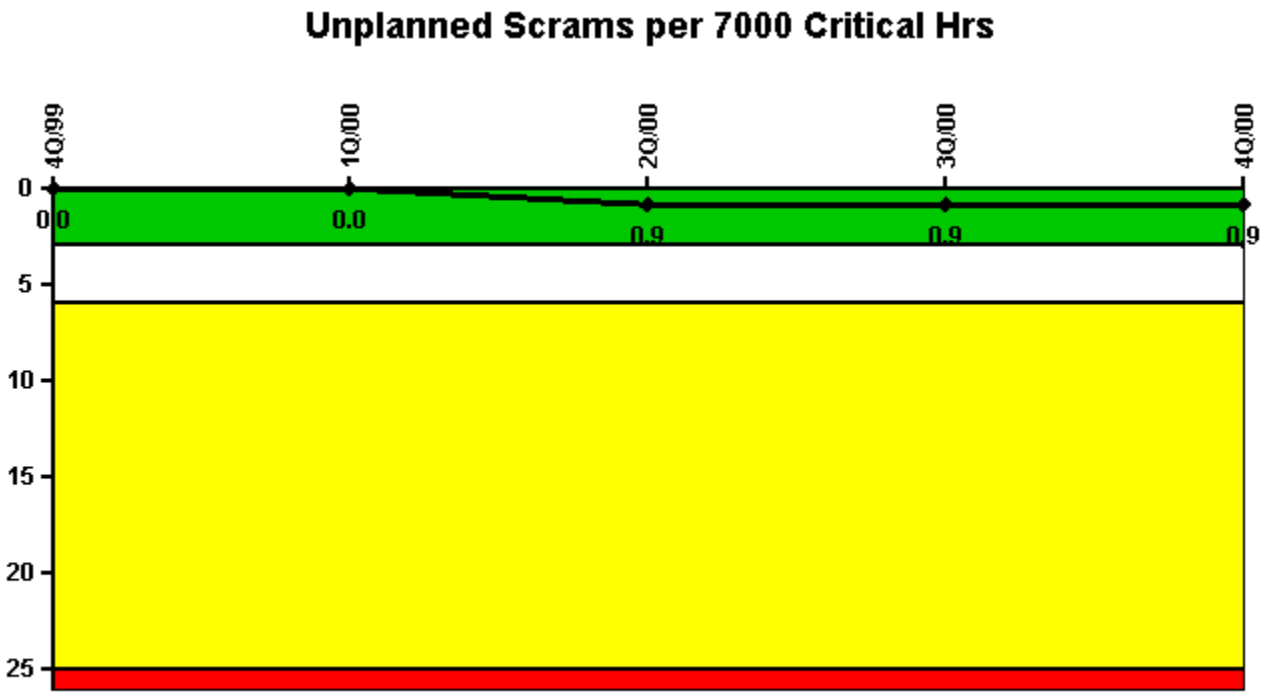
Kewaunee

4Q/2000 Performance Indicators

Licensee's General Comments: none



Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

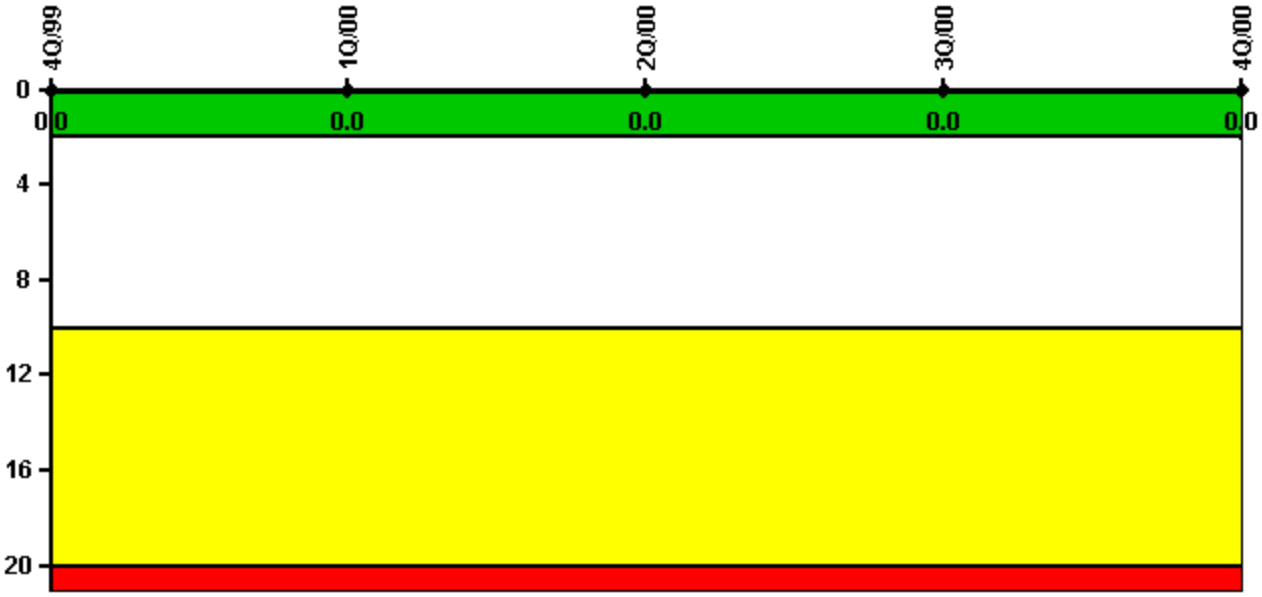
Notes

Unplanned Scrams per 7000 Critical Hrs	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Unplanned scrams	0	0	1.0	0	0
Critical hours	2209.0	2184.0	1202.3	2208.0	2209.0
Indicator value	**0**	**0**	**0.9**	**0.9**	**0.9**

Licensee Comments:

4Q/00: No Comment

Scrams with Loss of Normal Heat Removal



Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

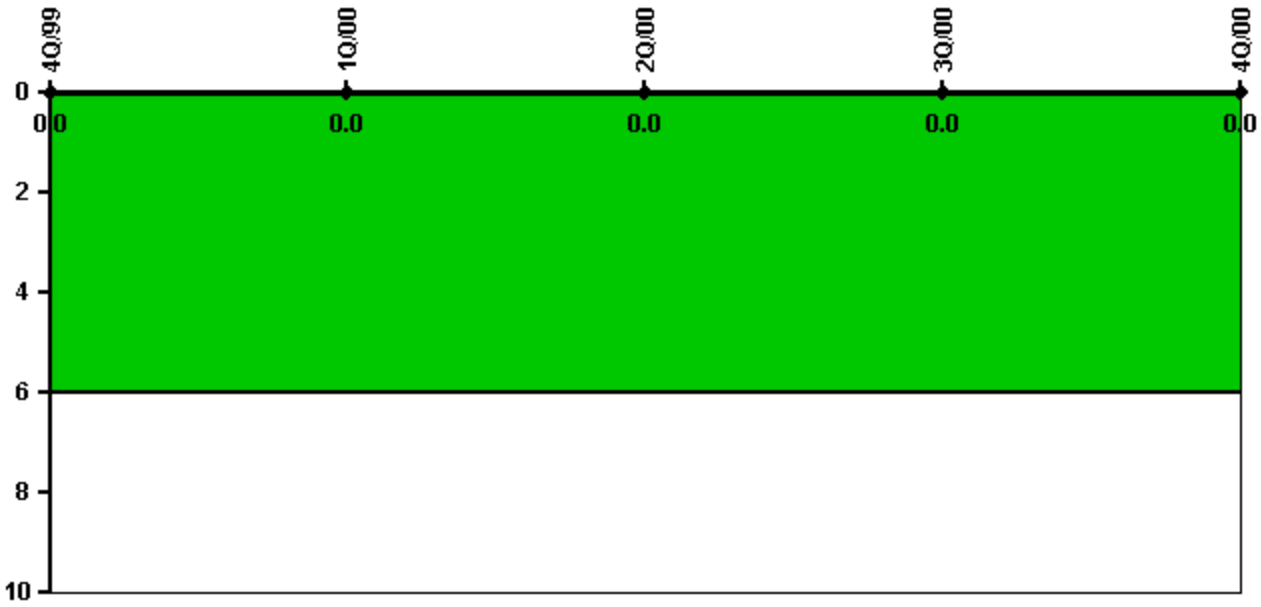
Notes

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	**0**	**0**	**0**	**0**	**0**

Licensee Comments:

4Q/00: No Comment

Unplanned Power Changes per 7000 Critical Hrs



Thresholds: White > 6.0

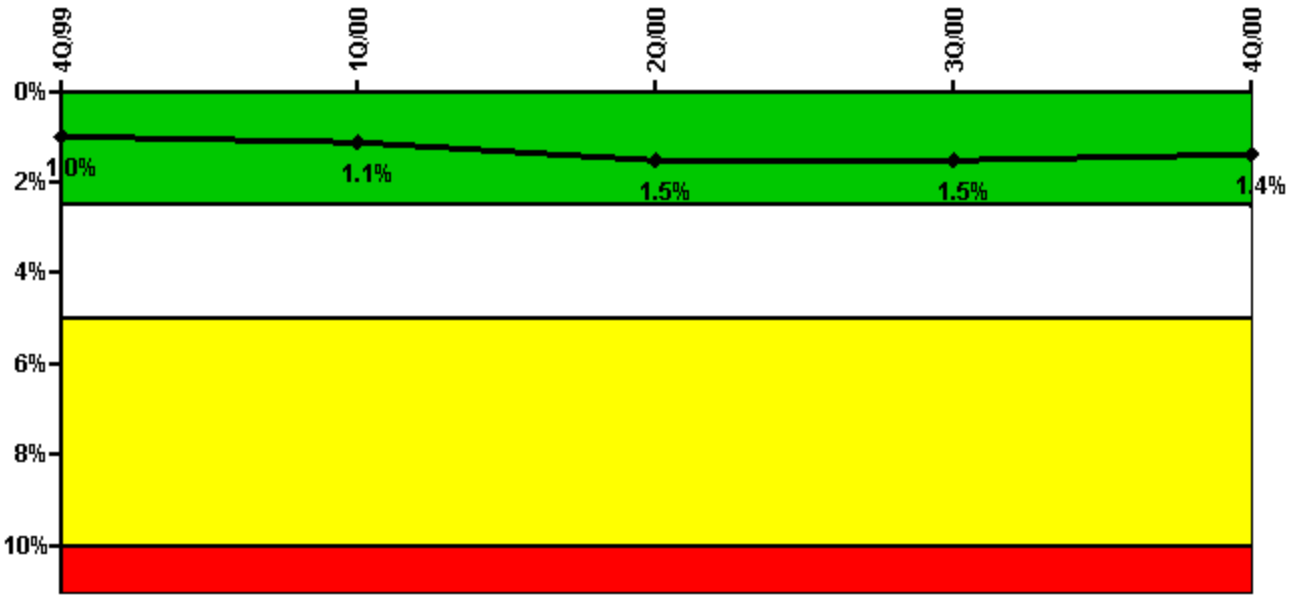
Notes

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	2184.0	1202.3	2208.0	2209.0
Indicator value	**0**	**0**	**0**	**0**	**0**

Licensee Comments:

4Q/00: No Comment

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	22.66	26.91	106.24	37.00	25.48
Unplanned unavailable hours	0	0	0	0	5.07
Fault exposure hours	0	0	124.50	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	17.55	17.66	15.93	33.55	55.35
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	2184.00	2183.00	2208.00	2209.00
Indicator value	**1.0%**	**1.1%**	**1.5%**	**1.5%**	**1.4%**

Licensee Comments:

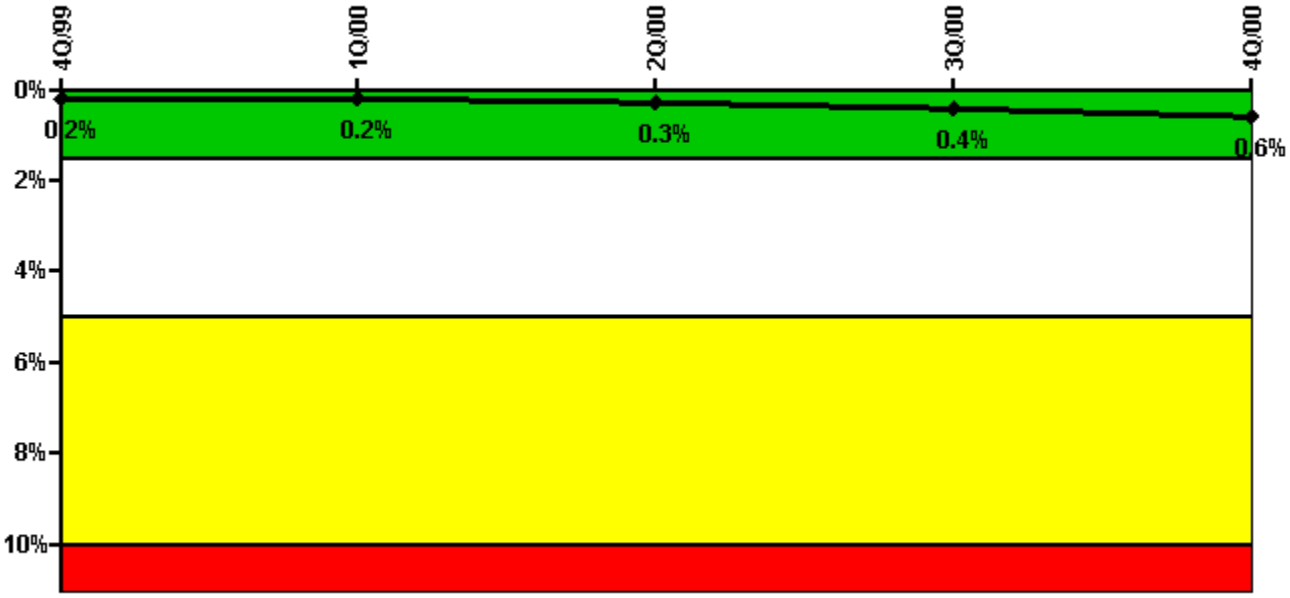
4Q/00: No Comment

4Q/00: A review of corrective work orders for the 4th quarter of 2000 determined taht 13.5 hours of unavailability were taken as planned during diesel generator testing. 5.07 of those hours should have been counted as unplanned due to non-safety related component failure in November 2000.

2Q/00: Review of equipment failure determined 124.5 hours of fault exposure should be applied to 2nd quarter 2000 data.

2Q/00: Revised after reviewing the refueling outage activities. Changes did not result in a change to indicator color.

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	10.50	22.64	44.70	27.46	31.62
Unplanned unavailable hours	0	0	0	0	4.25
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	1202.30	2208.00	2209.00
Train 2					
Planned unavailable hours	29.59	2.95	4.96	31.75	57.57
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	2184.00	1202.30	2208.00	2209.00
Indicator value	**0.2%**	**0.2%**	**0.3%**	**0.4%**	**0.6%**

Licensee Comments:

4Q/00: A review of work performed determined that 4.25 hours of planned unavailability should have been counted as unplanned unavailability in the 4th quarter of 2000.

4Q/00: This indicator exhibits a negative trend. The major contributors to the High Pressure Injection System unavailability are planned out-of-service times for support systems (service water and component cooling). An analysis of the trend is being performed under the plant's corrective action program.

3Q/00: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor

changes. The changes had little or no affect on the indicator and no thresholds were crossed.

2Q/00: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed. Revised after reviewing the refueling outage activities. The changes did not result in a change to the indicator color.

2Q/00: Revised after reviewing the refueling outage activities. The changes did not result in a change to the indicator color.

1Q/00: Upon finalization of our FAQ, updated the data to reflect actual unavailability.

4Q/99: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed. Data correction for December 1999; SI Train "B" unavailability data reflected hours that should not have been counted against SI.

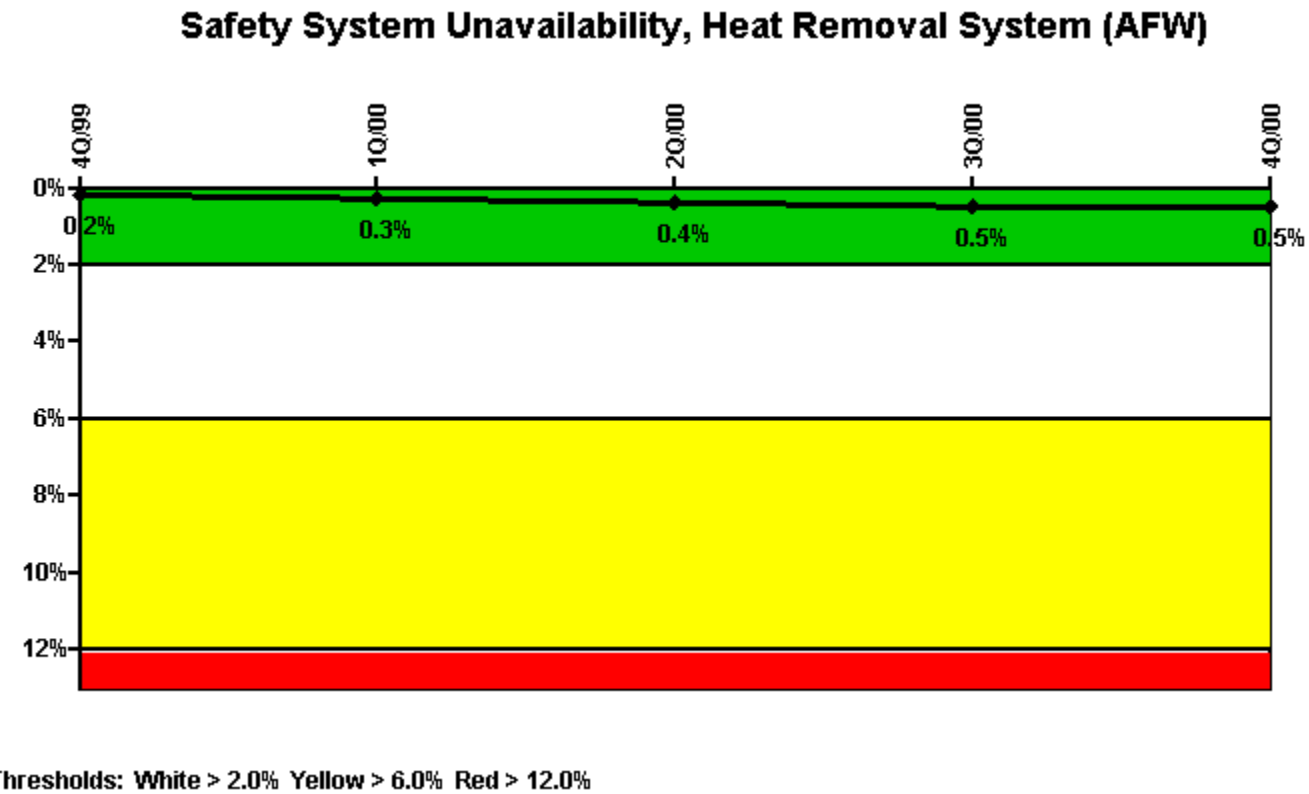
4Q/99: Upon finalization of our FAQ, updated the data to reflect actual unavailability.

4Q/99: Data correction for December 1999; SI Train "B" unavailability data reflected hours that should not have been counted against SI.

1Q/99: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed.

3Q/98: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed. 6 hours of planned unavailable hours was inadevertenly recorded to Train 1 instead of Train 2.

1Q/98: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. An extent of condition was conducted. After analysis, the data for quarters 1/98, 3/98, 1/99, 4/99, 2/00, and 3/00 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed.



Notes

Safety System Unavailability, Heat Removal System (AFW)	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Train 1					
Planned unavailable hours	2.87	8.29	51.27	9.06	16.55
Unplanned unavailable hours	0	0	0	5.92	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	1202.30	2208.00	2209.00
Train 2					
Planned unavailable hours	6.74	2.25	18.45	13.40	39.62
Unplanned unavailable hours	0	0	0	8.57	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	1202.30	2208.00	2209.00
Train 3					
Planned unavailable hours	3.75	23.18	17.21	1.23	2.84
Unplanned unavailable hours	0	0	0	21.82	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2209.00	2184.00	1202.30	2208.00	2209.00
Indicator value	**0.2%**	**0.3%**	**0.4%**	**0.5%**	**0.5%**

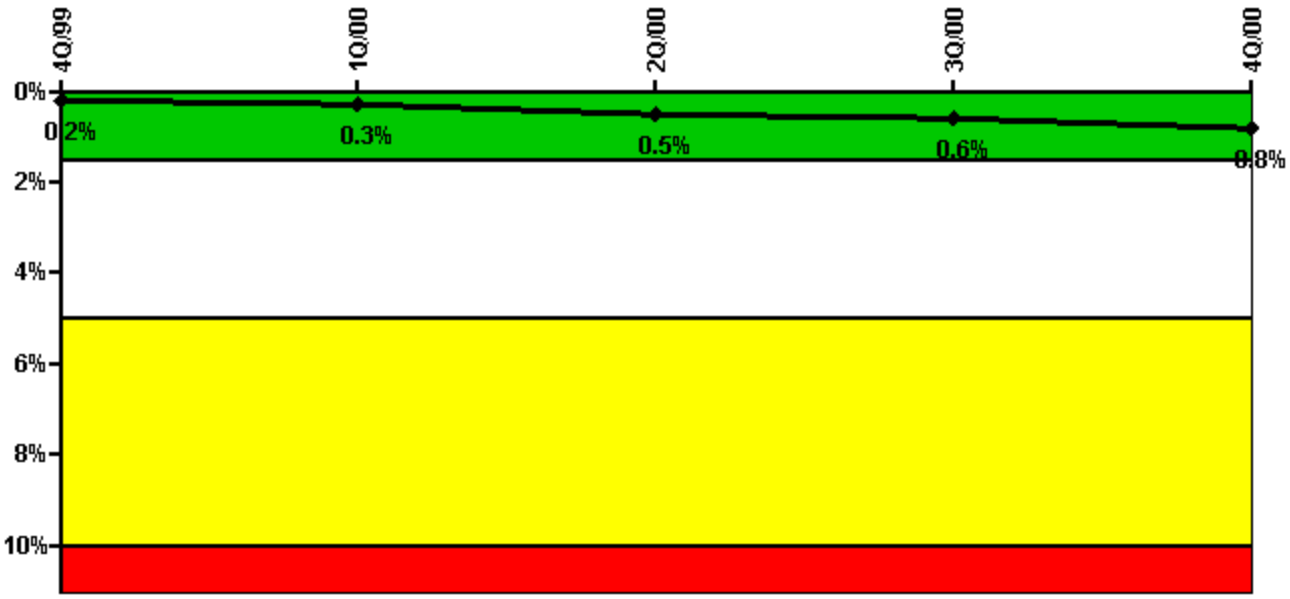
Licensee Comments:

4Q/00: No Comment

3Q/00: In August, the calculation for unplanned unavailable hours for Train 3 was inaccurate. The data has been updated and indicator remains GREEN.

2Q/00: Revised after reviewing the refueling outage activities. These changes did not result in an indicator color change.

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	17.09	24.45	94.71	28.44	31.99
Unplanned unavailable hours	0	0	0	0	4.25
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	22.00	24.27	5.94	32.50	57.65
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	2184.00	2183.00	2208.00	2209.00
Indicator value	**0.2%**	**0.3%**	**0.5%**	**0.6%**	**0.8%**

Licensee Comments:

4Q/00: This indicator exhibits a negative trend. The major contributors to the Residual Heat Removal System unavailability are planned out-of-service times for support systems (service water and component cooling). An analysis of the trend is being performed under the plant's corrective action program.

4Q/00: A review of work performed determined that 4.25 hours of planned unavailability should have been counted as unplanned unavailability in the 4th quarter of 2000.

2Q/00: Revised after reviewing refueling outage activities. These changes did not result in a change to the indicator color.

4Q/99: Upon finalization of our FAQ, updated the data to reflect actual unavailability.

4Q/99: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. After analysis, the data for quarters 2/98, 3/98, 1/99, and 4/99 were revised to reflect minor changes. The changes had little or no affect on the

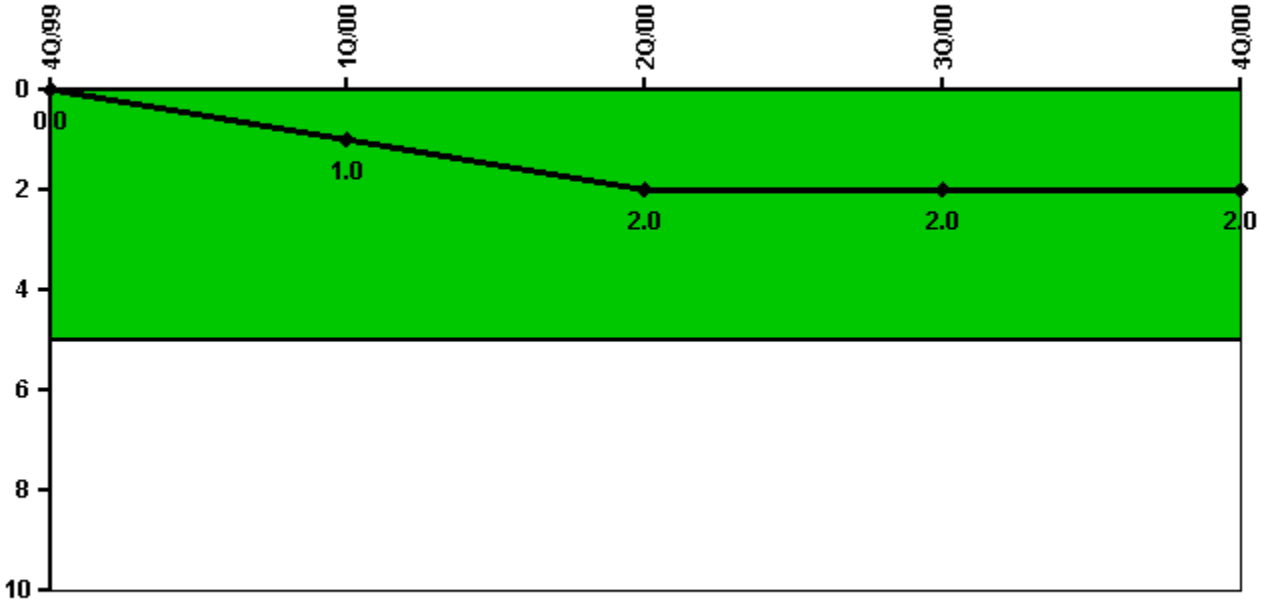
indicator and no thresholds were crossed.

1Q/99: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. After analysis, the data for quarters 2/98, 3/98, 1/99, and 4/99 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed.

3Q/98: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. After analysis, the data for quarters 2/98, 3/98, 1/99, and 4/99 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed.

2Q/98: During the baseline inspection of the Residual Heat Removal System, it was noted that non-conservative estimates were being used. After analysis, the data for quarters 2/98, 3/98, 1/99, and 4/99 were revised to reflect minor changes. The changes had little or no affect on the indicator and no thresholds were crossed.

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	1	1	0	0
Indicator value	**0**	**1**	**2**	**2**	**2**

Licensee Comments:

4Q/00: LER 2000-015 was initially counted as an SSFF in the 4th Quarter of 2000. Further analysis has determined that the outside of design basis condition would only affect one train of safeguards equipment. Therefore, the opposite train of safeguards equipment would be available to fulfill the required safety functions. This LER was removed as an SSFF for the 4th Quarter of 2000.

4Q/00: This indicator is experiencing a negative trend. Each of the four Safety System Functional Failures that are included in this indicator are due to design issues. There have not been any actual SSFF equipment failures in 2000. It is anticipated that this trend will turn positive in 2001.

We are continuing to evaluate one of the SSFFs included in the indicator value (LER 2000-014-00). If additional analysis demonstrates the equipment was operable, the indicator will be changed to reflect the removal of this SSFF. NMC will be holding further discussions with the NRC on this issue.

3Q/00: Continued evaluation of one of the SSFFs included in the indicator value (LER 2000-014-00) has resulted in a green finding and was determined not to be an SSFF. Additional analysis demonstrated that the equipment was operable. Therefore, the indicator has been changed to reflect the removal of LER 2000-014-00 from the 4th Quarter 2000 data.

2Q/00: Missed SSFF for 2nd Quarter. This change did not result in a change to the indicator color.

4Q/98: Added SSFF that was mistakenly reported in 3rd Quarter. Deleted from 3rd Quarter. This change did not cause a change in indicator color.

3Q/98: Removed SSFI from September--should have been reported in October which is 4th Quarter

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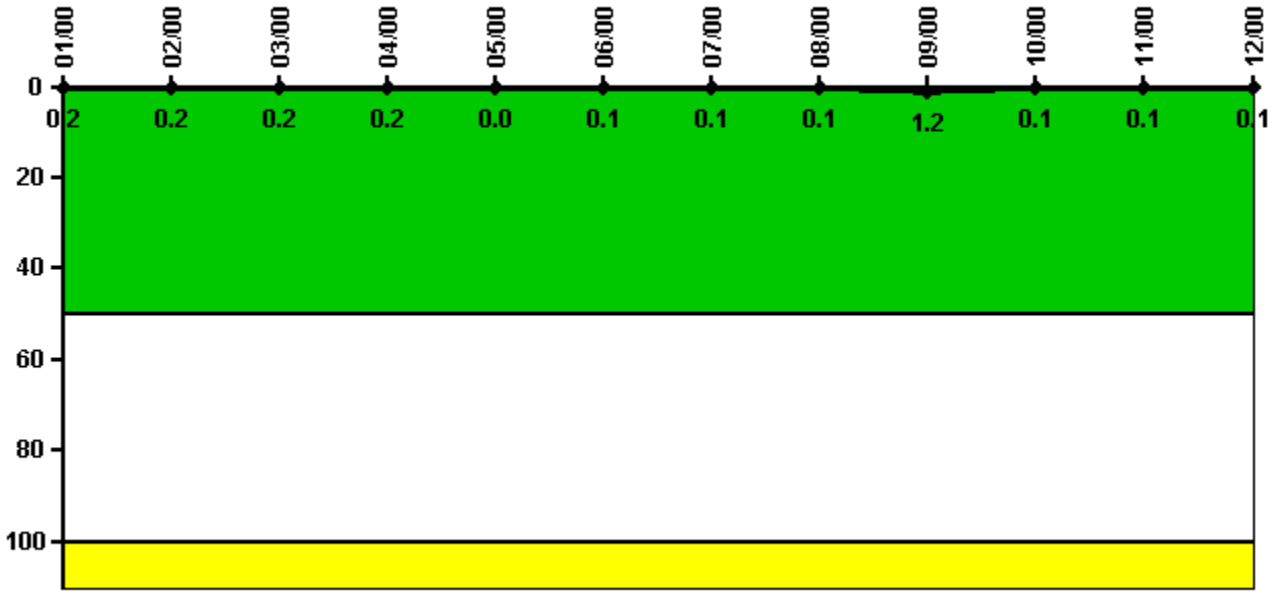
Reactor Coolant System Activity



Thresholds: White > 50.0 Yellow > 100.0

Notes

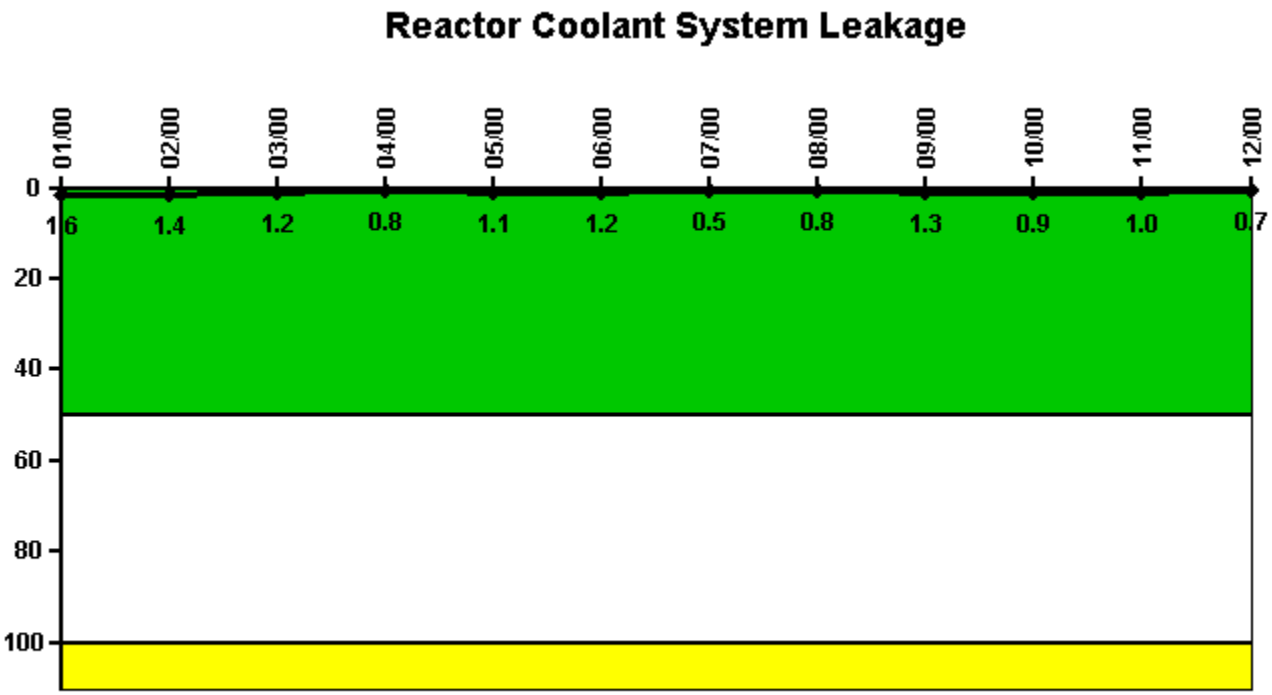
Reactor Coolant System Activity	1/00	2/00	3/00	4/00	5/00	6/00	7/00	8/00	9/00	10/00	11/00	12/00
Maximum activity	0.000340	0.000347	0.000362	0.000386	0	0.000207	0.000209	0.000231	0.002411	0.000247	0.000248	0.000253
Technical specification limit	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Indicator value	**0.2**	**0.2**	**0.2**	**0.2**	**0**	**0.1**	**0.1**	**0.1**	**1.2**	**0.1**	**0.1**	**0.1**

Licensee Comments:

12/00: No Comment

9/00: Revised September value from .0004544 to 0.002411. Chemistry data was unknowingly used prior to verification and later found to be incorrect.

6/00: May 2000 refueling outage



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	0.162	0.145	0.118	0.081	0.112	0.115	0.047	0.078	0.134	0.090	0.102	0.072
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	**1.6**	**1.4**	**1.2**	**0.8**	**1.1**	**1.2**	**0.5**	**0.8**	**1.3**	**0.9**	**1.0**	**0.7**

Licensee Comments:

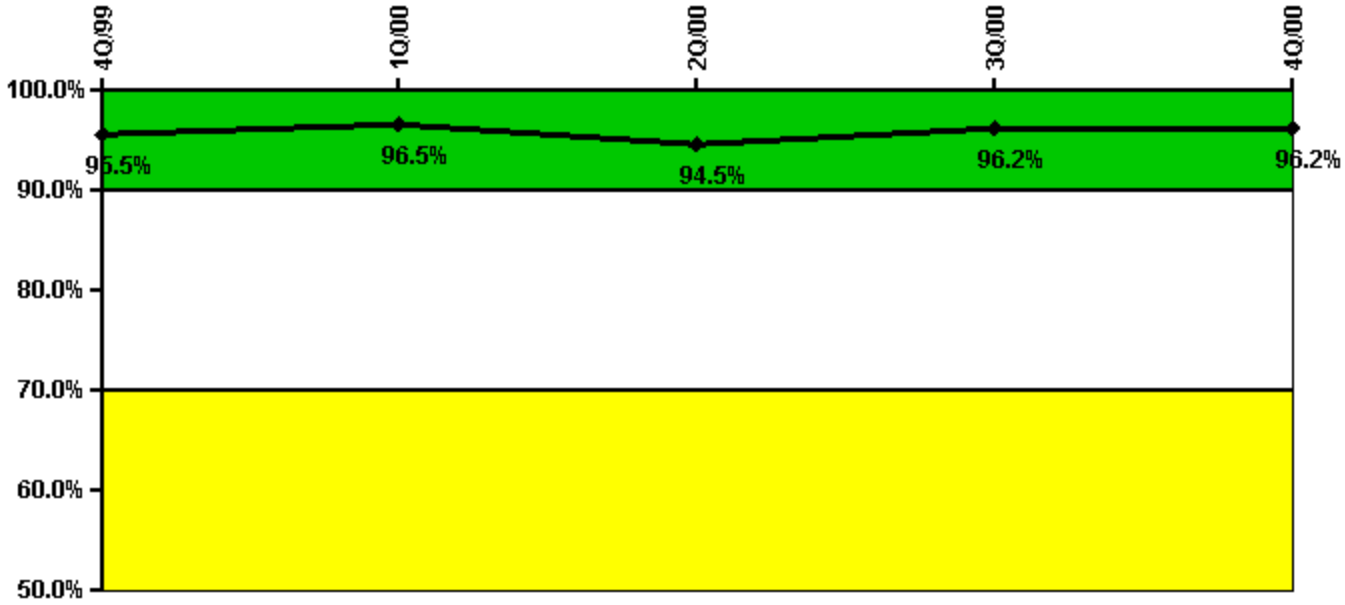
12/00: Revised October 2000 value from 0.0673 to 0.09 due to previously misidentified maximum value.

12/00: Revised October 2000 value from 0.0673 to 0.09 due to previously misidentified maximum value.

6/00: May 2000 refueling outage--data correction for May 2000, one data sample not included in original review. Revised May 2000 value from 0 to 0.1124.

6/00: May 2000 refueling outage--data correction for May 2000, one data sample not included in original review. Revised May 2000 value from 0 to 0.1124.

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	5.0	42.0	23.0	0	2.0
Total opportunities	6.0	42.0	24.0	0	2.0
Indicator value	**95.5%**	**96.5%**	**94.5%**	**96.2%**	**96.2%**

Licensee Comments:

4Q/00: No Comment

2Q/00: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

1Q/00: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

4Q/99: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

4Q/99: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation errors were detected. The revised numbers did not change the "green" status of this indicator.

3Q/99: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation errors were detected. The revised numbers did not change the "green" status of this indicator.

3Q/99: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

2Q/99: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation

errors were detected. The revised numbers did not change the "green" status of this indicator.

2Q/99: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

1Q/99: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

3Q/98: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation errors were detected. The revised numbers did not change the "green" status of this indicator.

3Q/98: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

2Q/98: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation errors were detected. The revised numbers did not change the "green" status of this indicator.

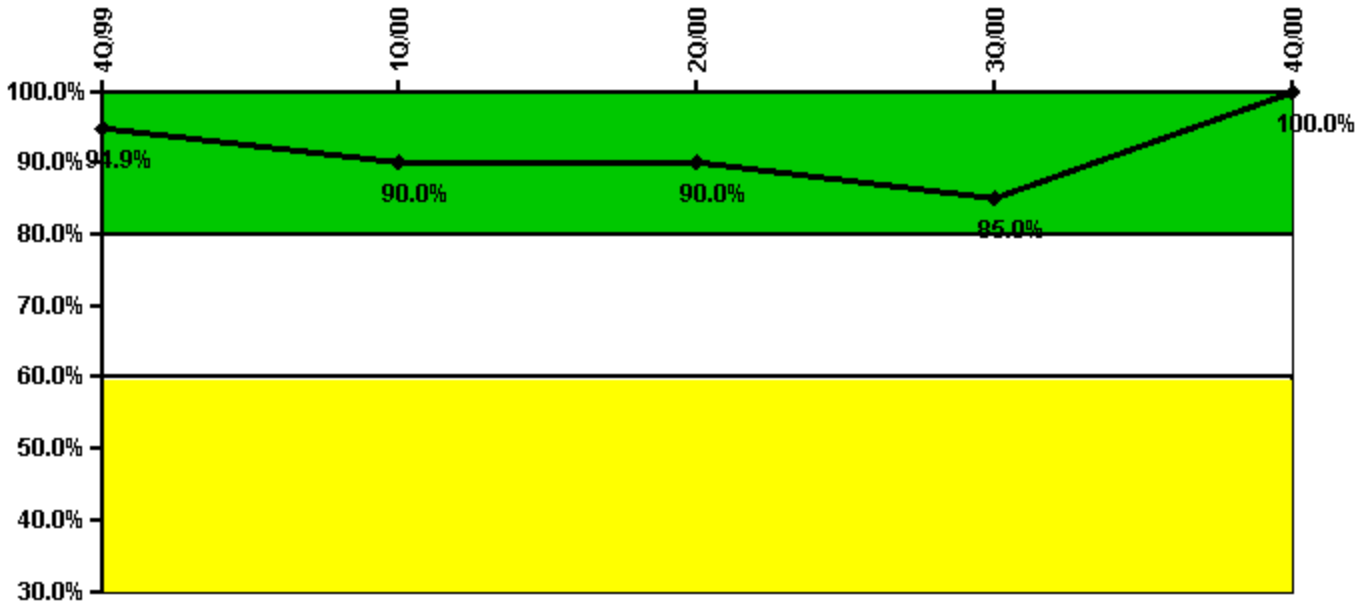
2Q/98: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

1Q/98: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

1Q/98: An in-depth review of all DEP performance indicator data back through 1998 was performed. As a result of this review, minor tabulation errors were detected. The revised numbers did not change the "green" status of this indicator.

2Q/97: As a result of the August 2000 EP baseline inspection by the NRC, all historical data was reviewed and recalculated to remove all default PAR credit for emergency levels of site emergency or lower. This had an equal impact on the numerator and denominator. Therefore, little change was seen in the trend of the indicator and it remained in the "green" zone.

ERO Drill Participation



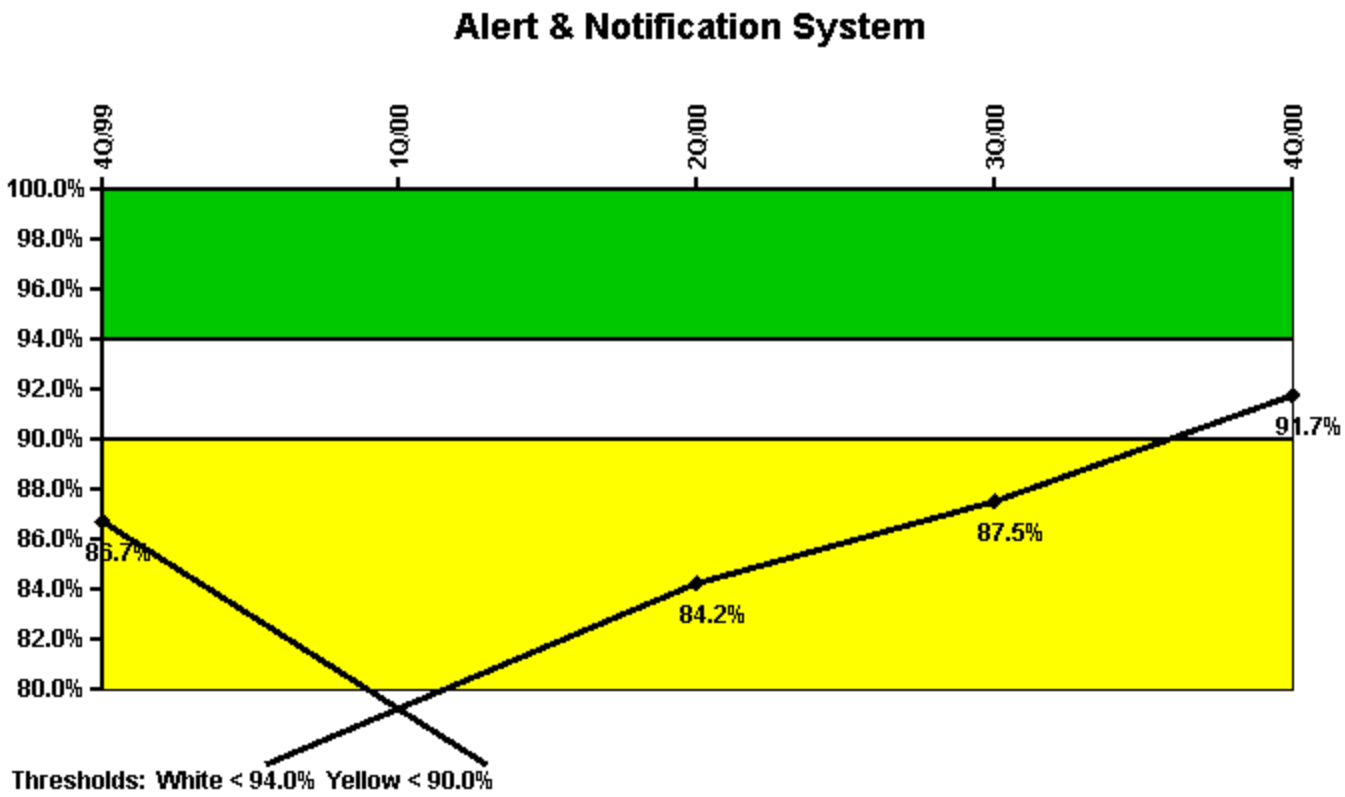
Thresholds: White < 80.0% Yellow < 60.0%

Notes

ERO Drill Participation	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Participating Key personnel	37.0	36.0	36.0	34.0	40.0
Total Key personnel	39.0	40.0	40.0	40.0	40.0
Indicator value	**94.9%**	**90.0%**	**90.0%**	**85.0%**	**100.0%**

Licensee Comments:

4Q/00: No Comment



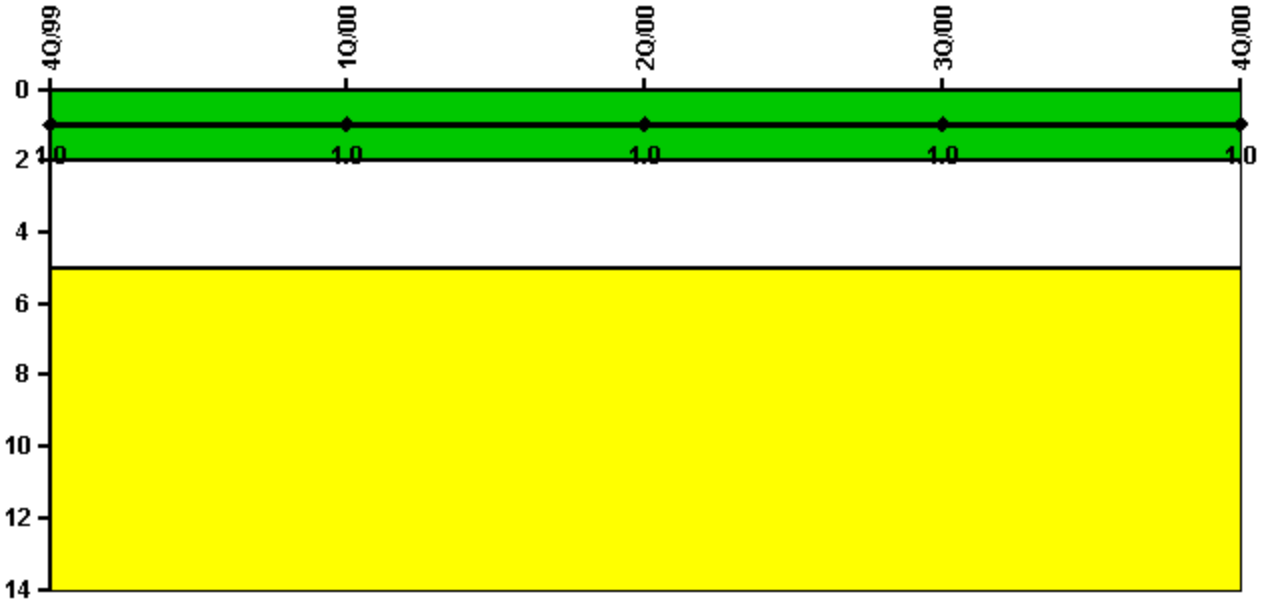
Notes

Alert & Notification System	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
Successful siren-tests	65	52	78	78	78
Total sirens-tests	78	78	78	78	78
Indicator value	**86.7%**	**79.2%**	**84.2%**	**87.5%**	**91.7%**

Licensee Comments:

4Q/00: This data represents approximately half of the sirens in the Emergency Planning Zone around the Kewaunee Nuclear Power Plant (KNPP). To gain a complete picture of siren availability for KNPP, one must also look at the ANS performance indicator for the Point Beach Nuclear Plant. The positive and improving trend continues for the performance indicator. At the end of this quarter, the performance indicator value entered the white zone at 91.7%. It is projected that the indicator value will be in the GREEN area in the 1st Quarter of 2001.

Occupational Exposure Control Effectiveness



Thresholds: White > 2.0 Yellow > 5.0

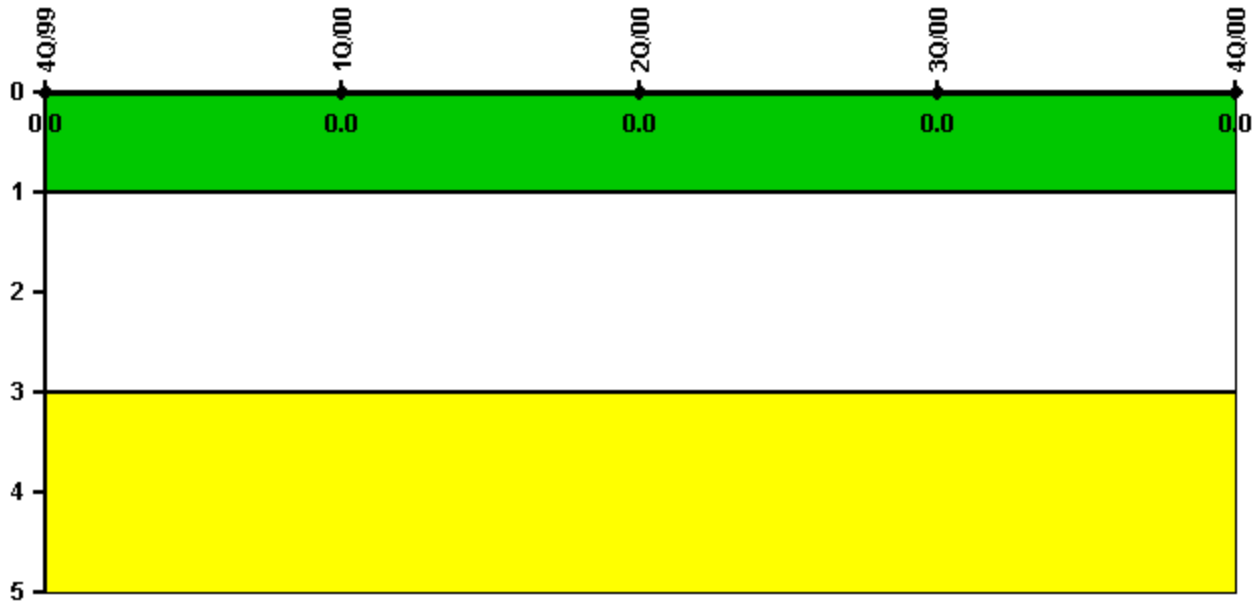
Notes

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	1	0	0
Unintended exposure occurrences	0	0	0	0	0
Indicator value	**1**	**1**	**1**	**1**	**1**

Licensee Comments:

4Q/00: No Comment

RETS/ODCM Radiological Effluent



Thresholds: White > 1.0 Yellow > 3.0

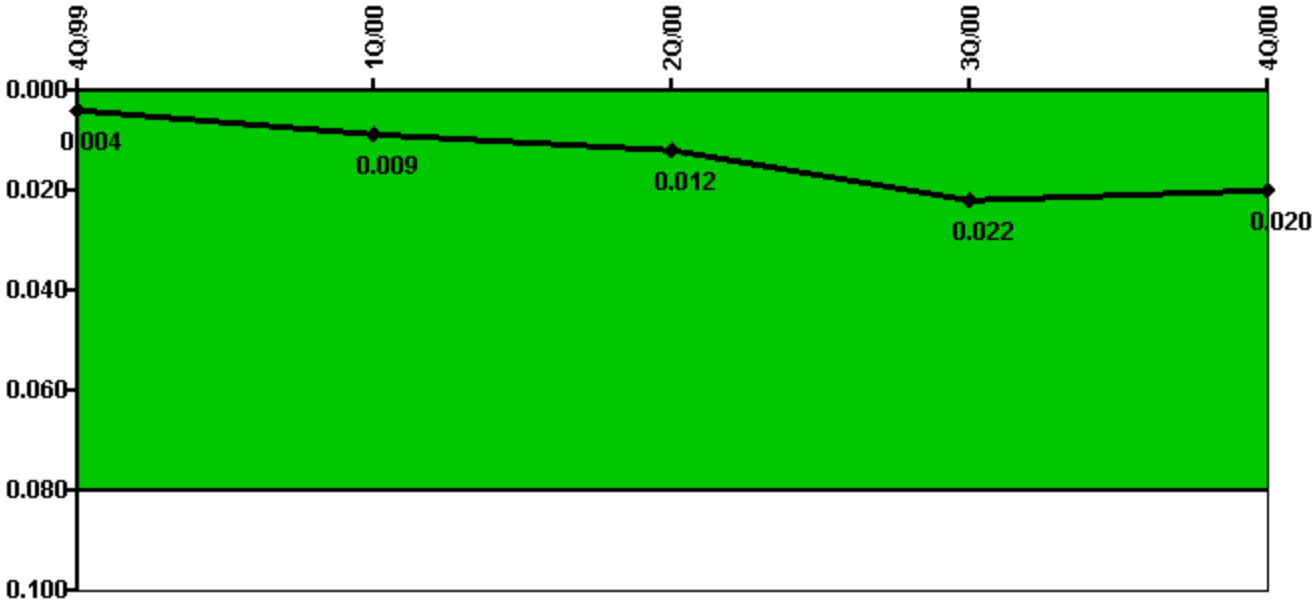
Notes

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:

4Q/00: No Comment

Protected Area Security Performance Index



Thresholds: White > 0.080

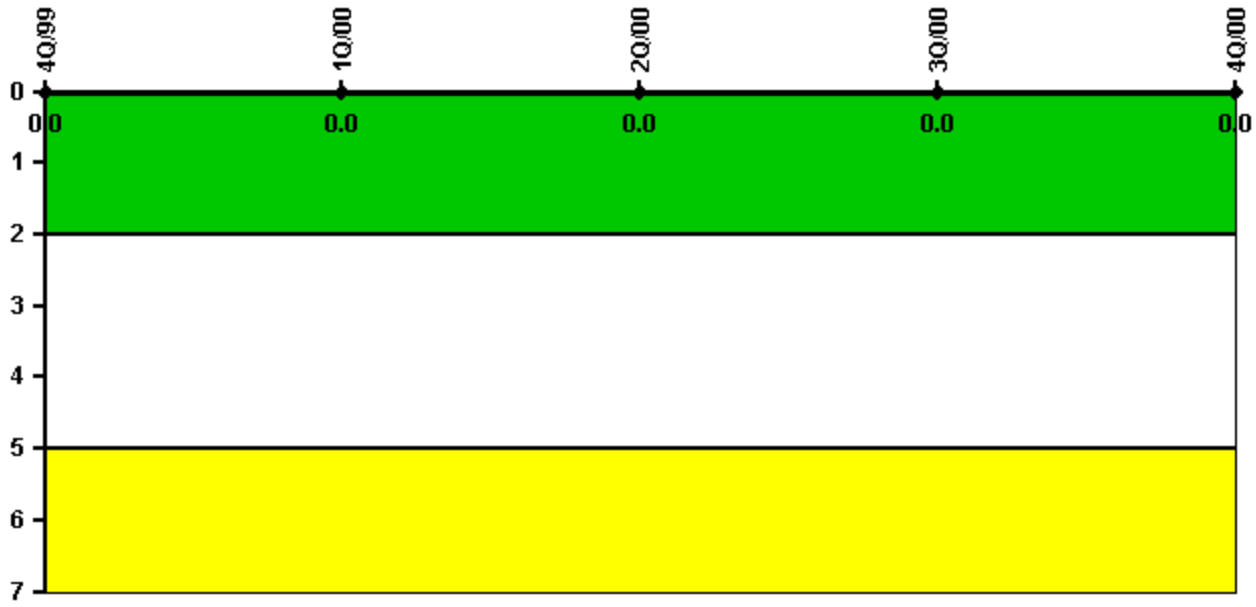
Notes

Protected Area Security Performance Index	4Q/99	1Q/00	2Q/00	3Q/00	4Q/00
IDS compensatory hours	26.00	56.50	73.50	179.70	0
CCTV compensatory hours	33.5	20.0	0.1	0	16.5
IDS normalization factor	1.00	1.00	1.00	1.00	1.00
CCTV normalization factor	1.0	1.0	1.0	1.0	1.0
Index Value	**0.004**	**0.009**	**0.012**	**0.022**	**0.020**

Licensee Comments:

4Q/00: No Comment

Personnel Screening Program



Thresholds: White > 2.0 Yellow > 5.0

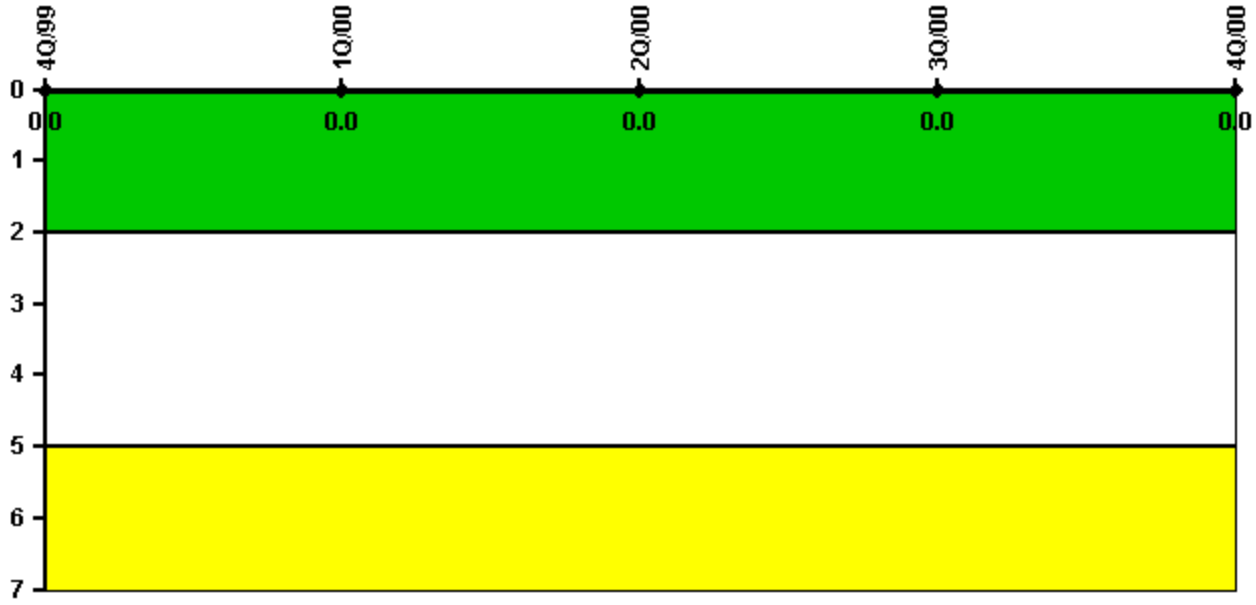
Notes

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:

4Q/00: No Comment

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:

4Q/00: No Comment

PI Summary | Inspection Findings Summary | Action Matrix Summary | Reactor Oversight Process

Last Modified: March 28, 2002