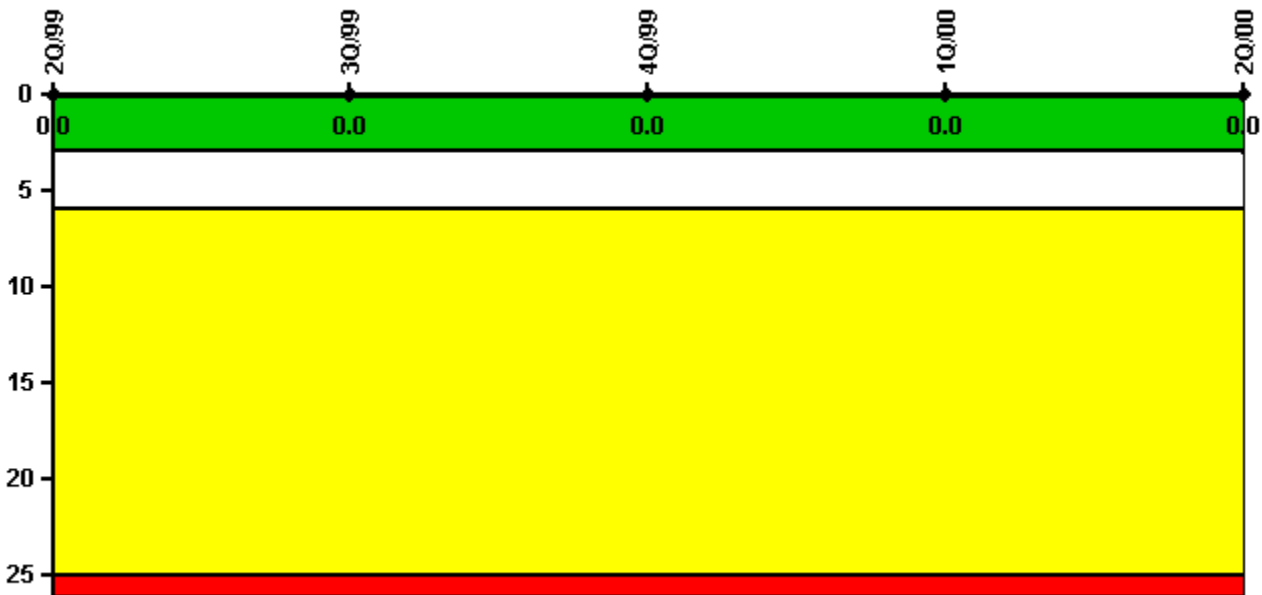


### Watts Bar 1

#### 2Q/2000 Performance Indicators

Licensee's General Comments: none

#### Unplanned Scrams per 7000 Critical Hrs



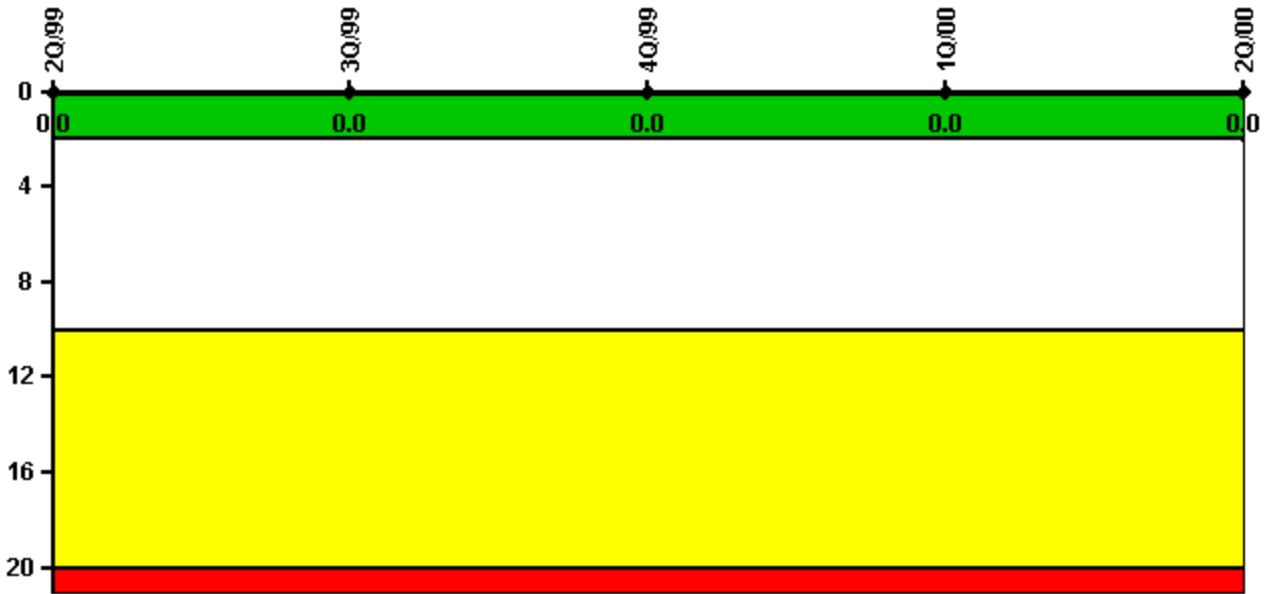
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

#### 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	1857.7	2208.0	2209.0	2184.0	2183.0
<b>Indicator value</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Licensee Comments: none

### Scrams with Loss of Normal Heat Removal



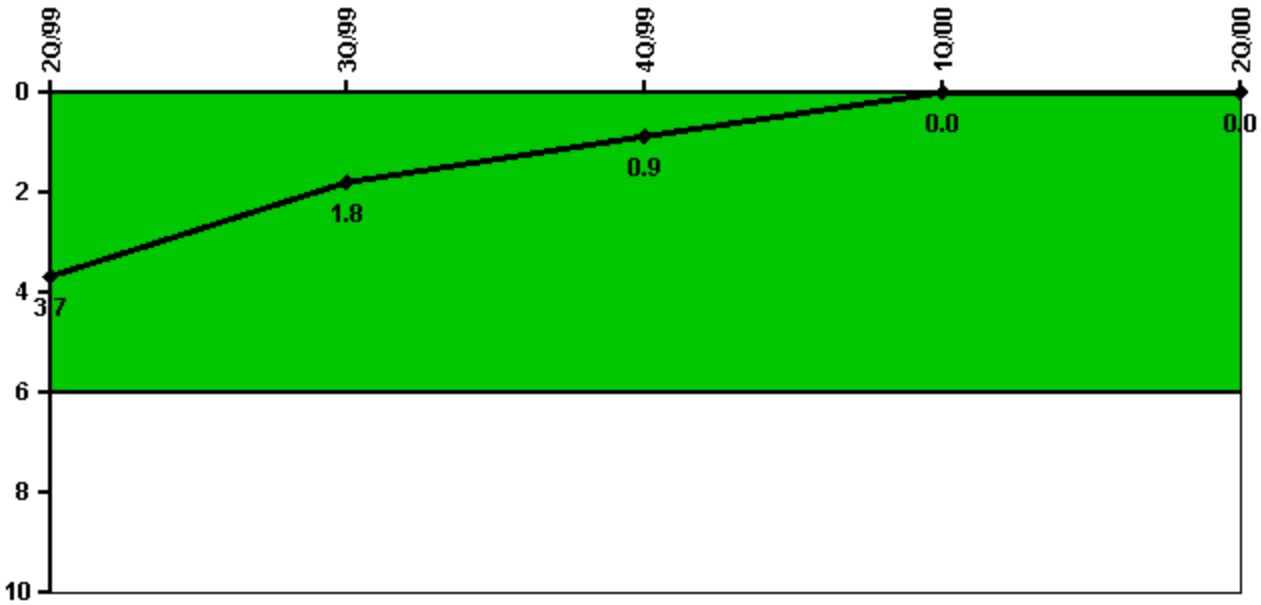
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

#### 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	0	0	0	0	0

Licensee Comments: none

### Unplanned Power Changes per 7000 Critical Hrs



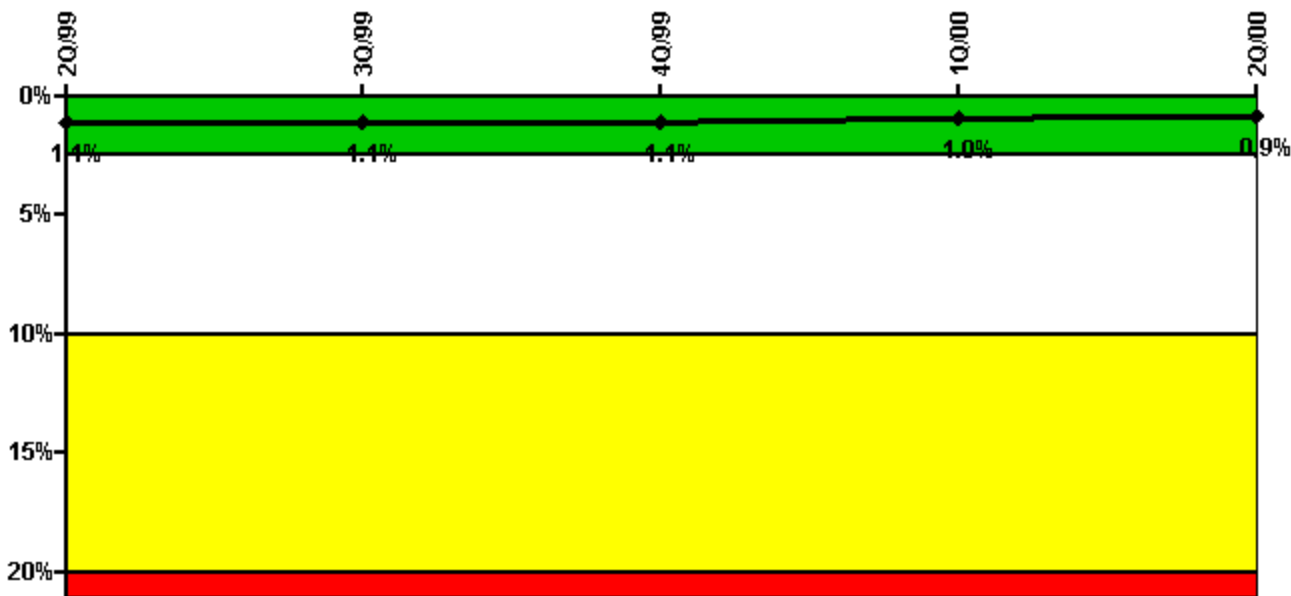
Thresholds: White > 6.0

#### 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	1857.7	2208.0	2209.0	2184.0	2183.0
Indicator value	3.7	1.8	0.9	0	0

Licensee Comments: none

### Safety System Unavailability, Emergency AC Power, >2EDG



Thresholds: White > 2.5% Yellow > 10.0% Red > 20.0%

**Notes**

Safety System Unavailability, Emergency AC Power, >2EDG	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
<b>Train 1</b>					
Planned unavailable hours	1.49	1.38	11.50	20.91	40.21
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	2127.50	2208.00	2209.00	2184.00	2183.00
<b>Train 2</b>					
Planned unavailable hours	18.34	11.19	2.08	2.00	42.32
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	25.08
Effective Reset hours	0	0	0	0	0
Required hours	2071.00	2208.00	2209.00	2184.00	2183.00
<b>Train 3</b>					
Planned unavailable hours	3.88	3.37	2.48	44.23	4.70
Unplanned unavailable hours	0	11.12	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2128.00	2208.00	2209.00	2184.00	2183.00
<b>Train 4</b>					
Planned unavailable hours	1.96	19.73	17.13	42.04	6.13
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	2071.00	2208.00	2209.00	2184.00	2183.00
<b>Indicator value</b>	<b>1.1%</b>	<b>1.1%</b>	<b>1.1%</b>	<b>1.0%</b>	<b>0.9%</b>

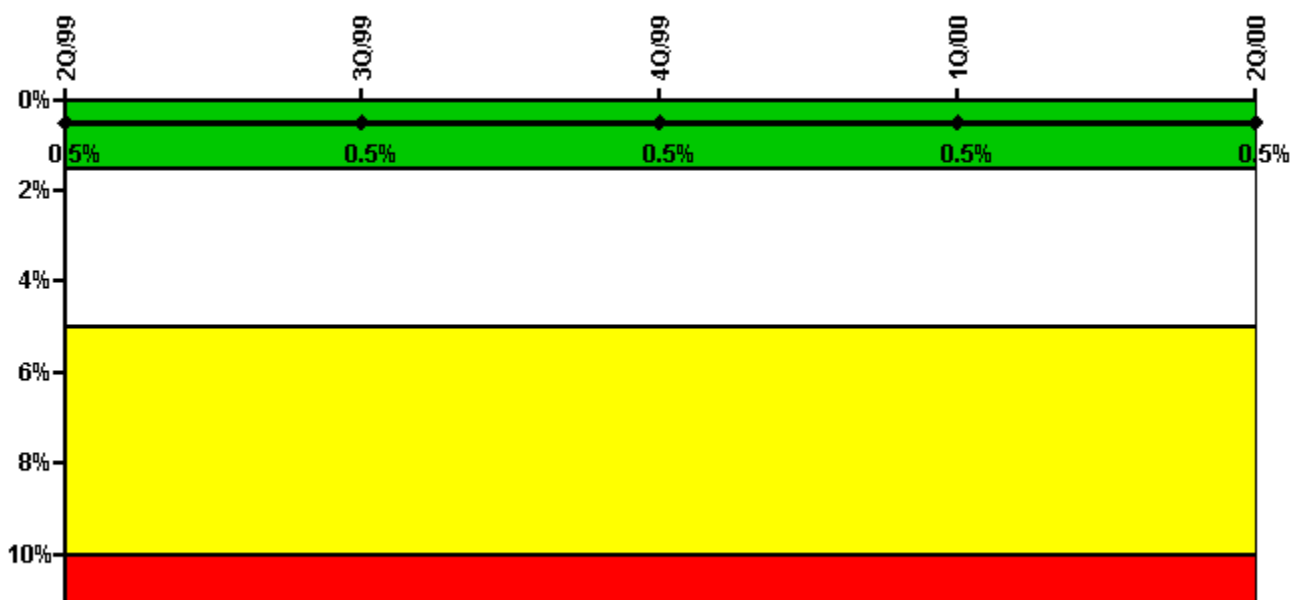
Licensee Comments:

2Q/00: 4/2000 - Train 1 and Train 2 had 38.58 and 42.45 hours of unavailability due to DG battery outage. These hours were not counted against NEI-99-02 availability criteria based on on-line planned overhaul maintenance exemption. (27-2)

2Q/00: 4/2000 - Train 1 and Train 2 had 38.58 and 42.45 hours of unavailability due to DG battery outage. These hours were not counted against NEI-99-02 availability criteria based on on-line planned overhaul maintenance exemption. (27-2). CHANGE JUSTIFICATION FOR Q2 2000: The number of hours of fault exposure reported for EDG train 2 in June has been changed from 0 to 25.08. It was discovered after the data submittal that fault exposed should have been reported due to inability of the DG 1B-B room exhaust fans to start. The fans wouldn't start after operations testing of the CO2 system the previous day. An interlock relay was verified by the procedure to be unlatched and reset. However, the relay was found the next day to be latched during the monthly diesel start and load testing. The latched relay which inhibited the start logic on the fans would not reset. After placing the fans bypass switch in bypass, the fans immediately started. These fault exposure hours were not reported previously due to a misinterpretation of the NEI 99-02 guidelines by the system engineer with respect to unavailability associated with what was originally considered to be a human performance error. Reference PER 00-012449-000. CHANGE JUSTIFICATION FOR Q2 2000: The number of hours for train 1 and train 2 in April changed from 0 to 38.51(train 1) & from 0 to 39.97(train 2) due to unavailability that was not counted previously based on an interpretation of the NEI 99-02 overhaul rule. Review of this data now supports that it should be counted for the type of maintenance performed. Several changes were made to data for this quarter due to unavailability acquired during performances of the DG fuel oil pump quarterly tests and other minor calculation discrepancies that were previously not counted, these changes are as follows: Train 2 for May changed from 1.35 hours to 1.45 hours, Train 3 for April changed from .22 hours to 3.55 hours, Train 4 for April changed from 3.15 to 3.48, Train 4 for May changed from .95 to 2.37 and Train 4 for June changed from .29 hours to .28 hours. Reference PER 01-07976-000. This change does not affect the color of the indicator.

2Q/00: 4/2000 - Train 1 and Train 2 had 38.58 and 42.45 hours of unavailability due to DG battery outage. These hours were not counted against NEI-99-02 availability criteria based on on-line planned overhaul maintenance exemption. (27-2). CHANGE JUSTIFICATION FOR Q2 2000: The number of hours of fault exposure reported for EDG train 2 in June has been changed from 0 to 25.08. It was discovered after the data submittal that fault exposed should have been reported due to inability of the DG 1B-B room exhaust fans to start. The fans wouldn't start after operations testing of the CO2 system the previous day. An interlock relay was verified by the procedure to be unlatched and reset. However, the relay was found the next day to be latched during the monthly diesel start and load testing. The latched relay which inhibited the start logic on the fans would not reset. After placing the fans bypass switch in bypass, the fans immediately started. These fault exposure hours were not reported previously due to a misinterpretation of the NEI 99-02 guidelines by the system engineer with respect to unavailability associated with what was originally considered to be a human performance error. Reference PER 00-012449-000.

### Safety System Unavailability, High Pressure Injection System (HPSI)



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

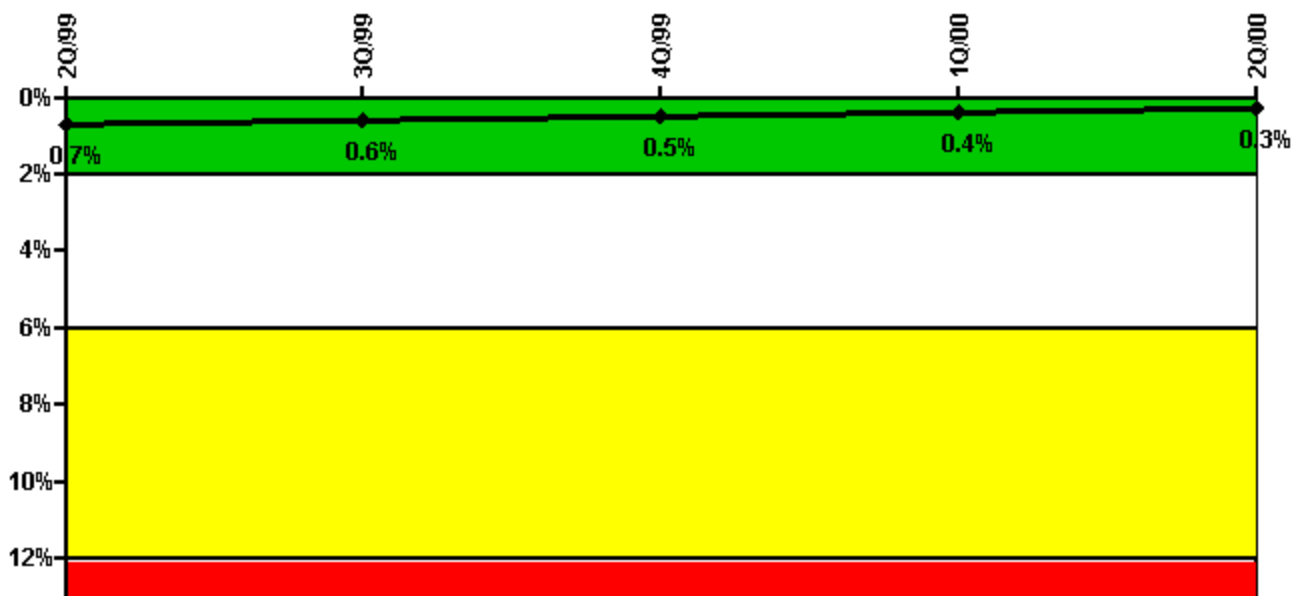
Notes

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	19.90	0.20	6.50	27.90	6.90
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	1976.60	2208.00	2209.00	2184.00	2183.00
<b>Train 2</b>					
Planned unavailable hours	0	10.00	0	0	10.30
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	2014.50	2208.00	2209.00	2184.00	2183.00
<b>Train 3</b>					
Planned unavailable hours	12.20	28.50	16.00	1.00	23.50
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	1976.60	2208.00	2209.00	2184.00	2183.00
<b>Train 4</b>					
Planned unavailable hours	13.90	1.00	28.20	0.50	39.70
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	1976.60	2208.00	2209.00	2184.00	2183.00
<b>Indicator value</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>

Licensee Comments:

2Q/00: 5/2000 train 3 12.7 hours of unavailability was due to isolating the ERCW path to the room cooler(support system) to inspect for clams. 6/2000 train 3 unavailability due to support system maintenance. 5/2000 train 4 26.2 hours of unavailability was due to isolating the ERCW path to the room cooler(support system) to inspect for clams.

### Safety System Unavailability, Heat Removal System (AFW)



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

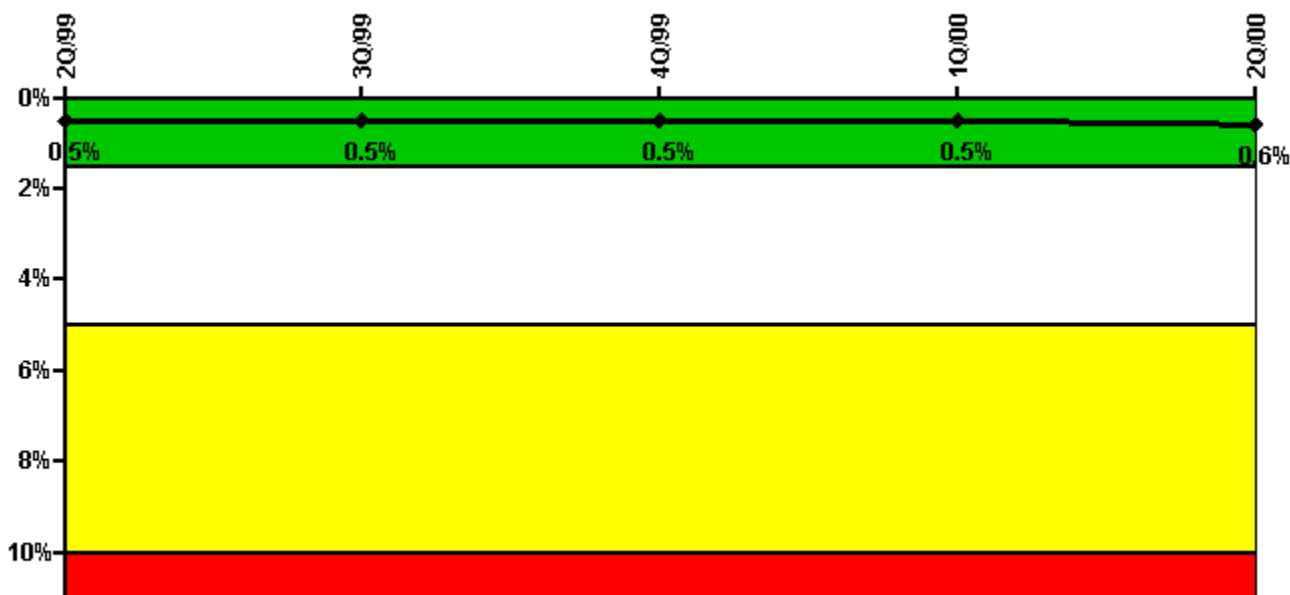
#### Notes

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	5.90	0.30	0.10	30.50
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	2004.50	2208.00	2209.00	2184.00	2183.00
<b>Train 2</b>					
Planned unavailable hours	5.50	0	1.10	24.80	0
Unplanned unavailable hours	7.10	1.50	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1977.00	2208.00	2209.00	2184.00	2183.00
<b>Train 3</b>					
Planned unavailable hours	1.00	1.00	1.10	2.10	2.70
Unplanned unavailable hours	0	1.40	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	1977.00	2208.00	2209.00	2184.00	2183.00
<b>Indicator value</b>	<b>0.7%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.3%</b>

Licensee Comments:

2Q/00: An additional 19.2 hours of unavailability was added to AFW train 1 for June 2000 due to the emergency water source(ERCW) being unavailable. This 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

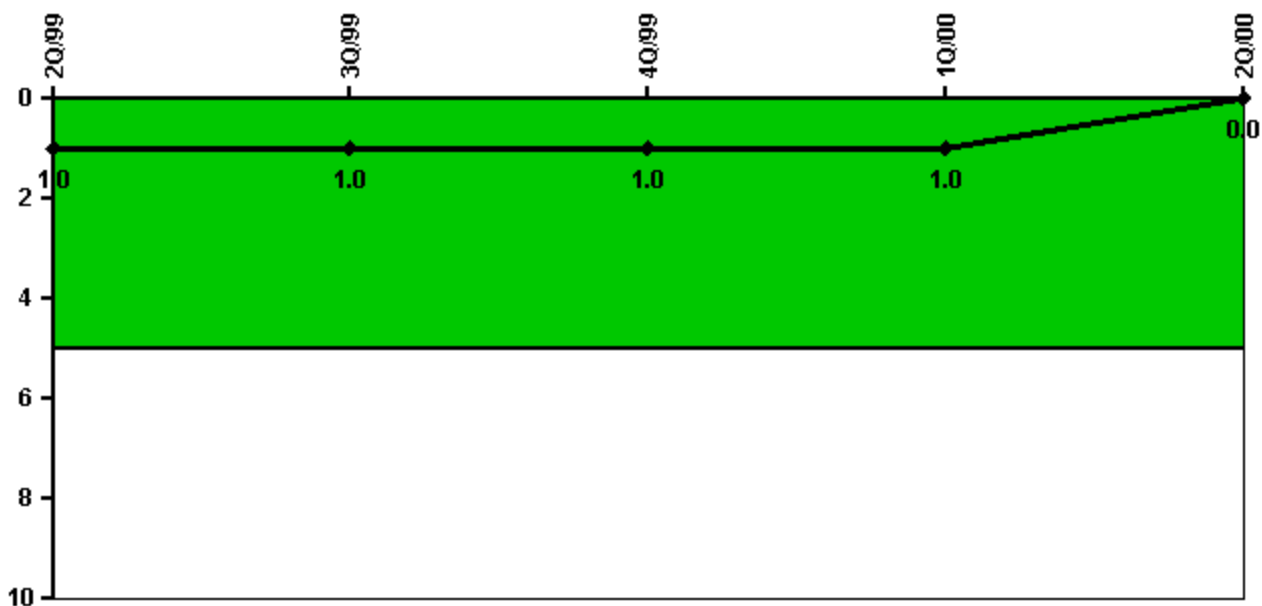
Safety System Unavailability, Residual Heat Removal System	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
<b>Train 1</b>					
Planned unavailable hours	11.90	1.00	1.90	1.70	41.00
Unplanned unavailable hours	0	0	0	0	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2154.40	2208.00	2209.00	2184.00	2183.00
<b>Train 2</b>					
Planned unavailable hours	1.10	13.60	10.10	1.40	47.70
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	2042.80	2208.00	2209.00	2184.00	2183.00
<b>Indicator value</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.6%</b>

Licensee Comments:

2Q/00: 4/2000 RHR train 1 incurred a planned outage 27.7 hours for maint. activities. 5/2000 RHR trains incurred 39 hours of unavailability due to the room cooler(support system) taken out of service to inspect for clams in the ERCW.



### Safety System Functional Failures (PWR)



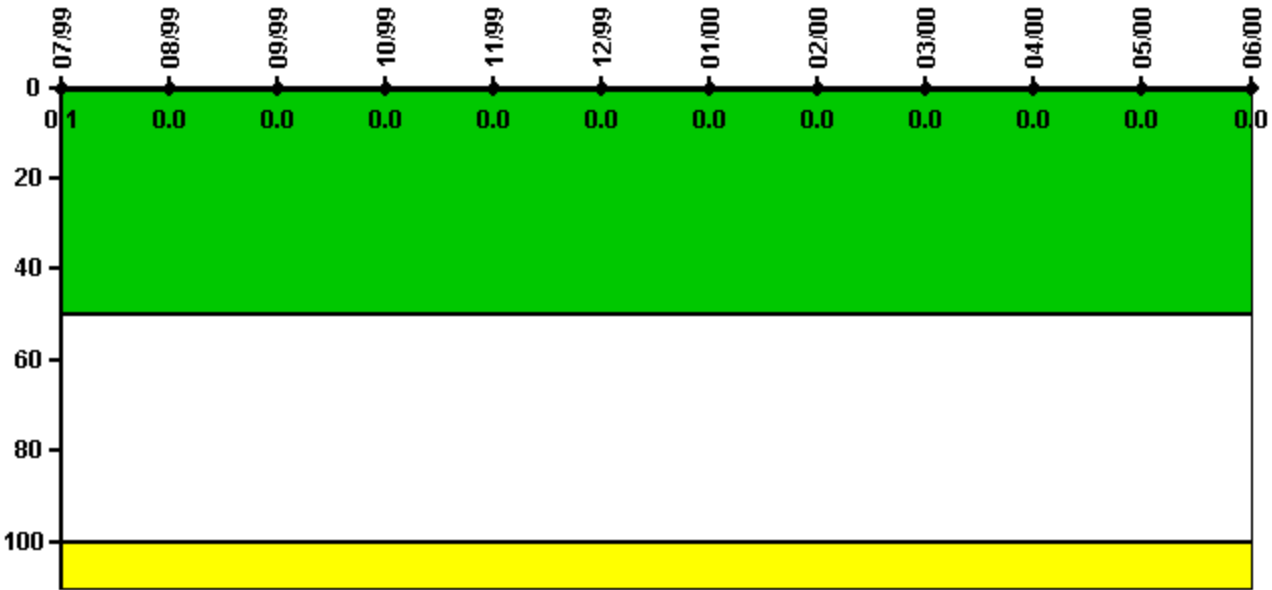
Thresholds: White > 5.0

#### Notes

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

Licensee Comments: none

### Reactor Coolant System Activity



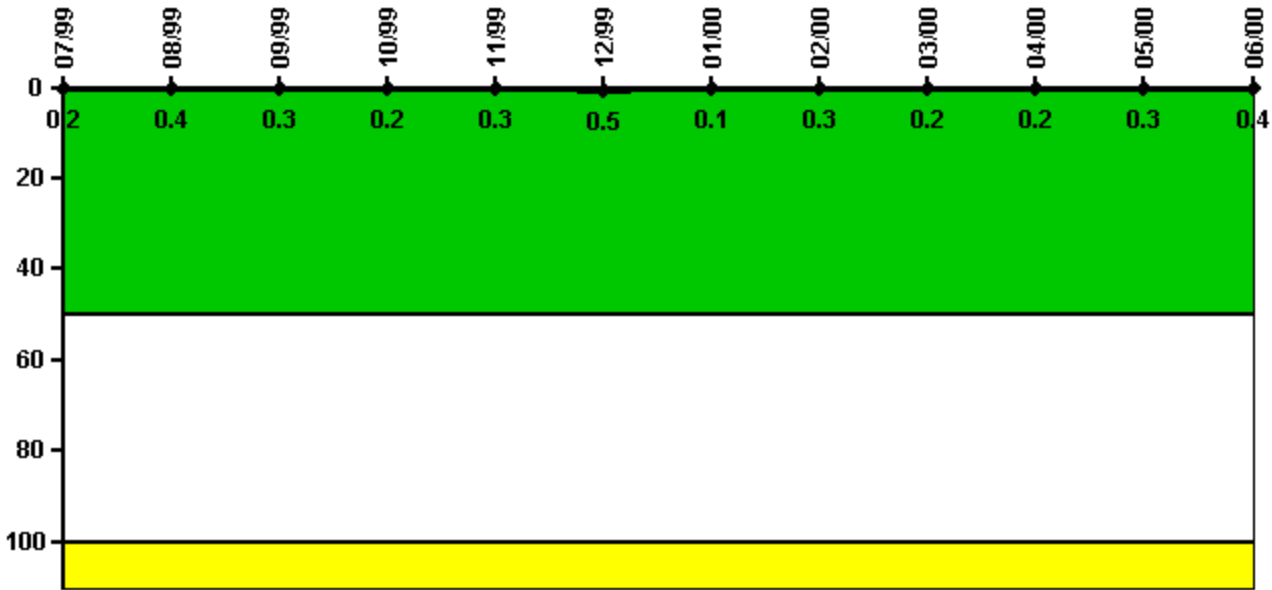
Thresholds: White > 50.0 Yellow > 100.0

#### 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	0.000550	0.000245	0.000280	0.000280	0.000336	0.000290	0.000320	0.000300	0.000300	0.000325	0.000310	0.000330
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	0.1	0	0	0	0	0	0	0	0	0	0	0

Licensee Comments: none

### Reactor Coolant System Leakage



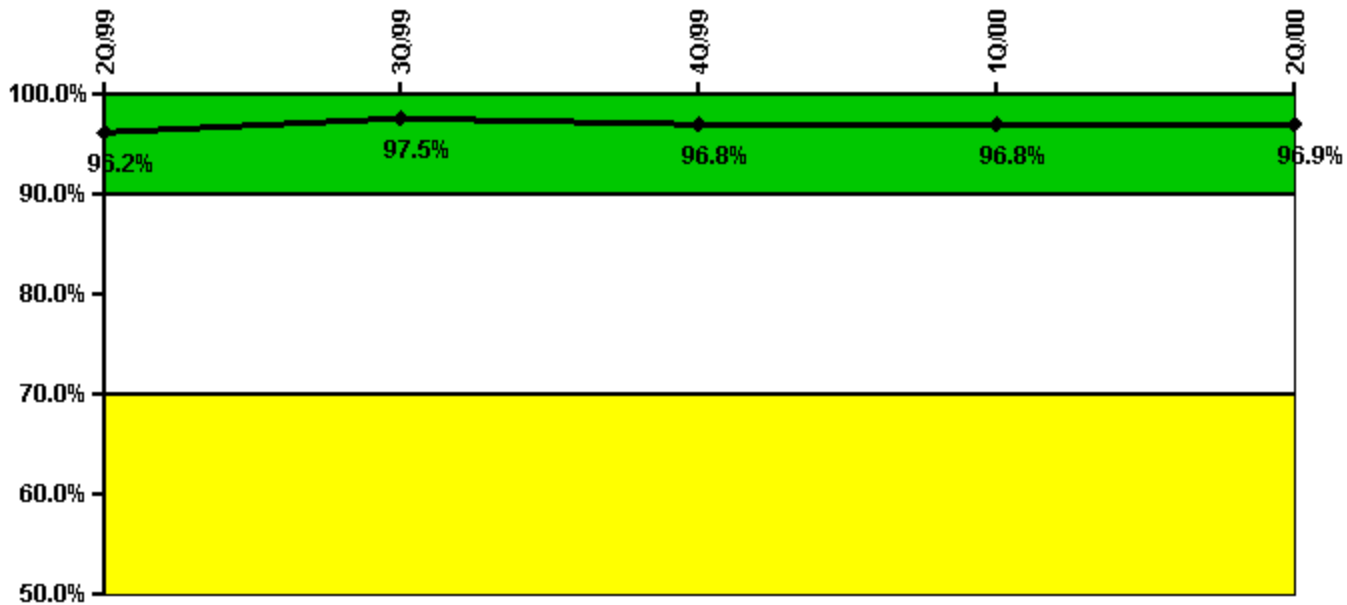
Thresholds: White > 50.0 Yellow > 100.0

#### Notes

Reactor Coolant System Leakage	7/99	8/99	9/99	10/99	11/99	12/99	1/00	2/00	3/00	4/00	5/00	6/00
Maximum leakage	0.020	0.040	0.030	0.020	0.030	0.050	0.010	0.030	0.020	0.020	0.030	0.040
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	0.2	0.4	0.3	0.2	0.3	0.5	0.1	0.3	0.2	0.2	0.3	0.4

Licensee Comments: none

### Drill/Exercise Performance



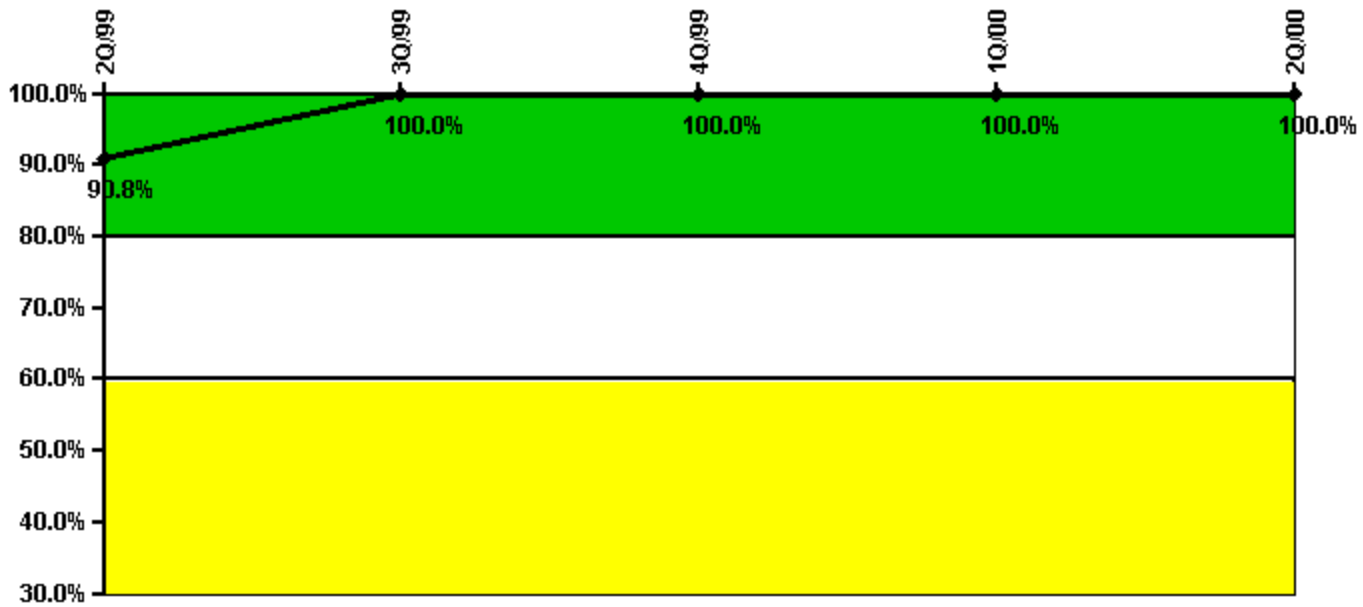
Thresholds: White < 90.0% Yellow < 70.0%

#### Notes

Drill/Exercise Performance	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Successful opportunities	4.0	43.0	26.0	0	6.0
Total opportunities	4.0	43.0	28.0	0	6.0
Indicator value	96.2%	97.5%	96.8%	96.8%	96.9%

Licensee Comments: none

### ERO Drill Participation



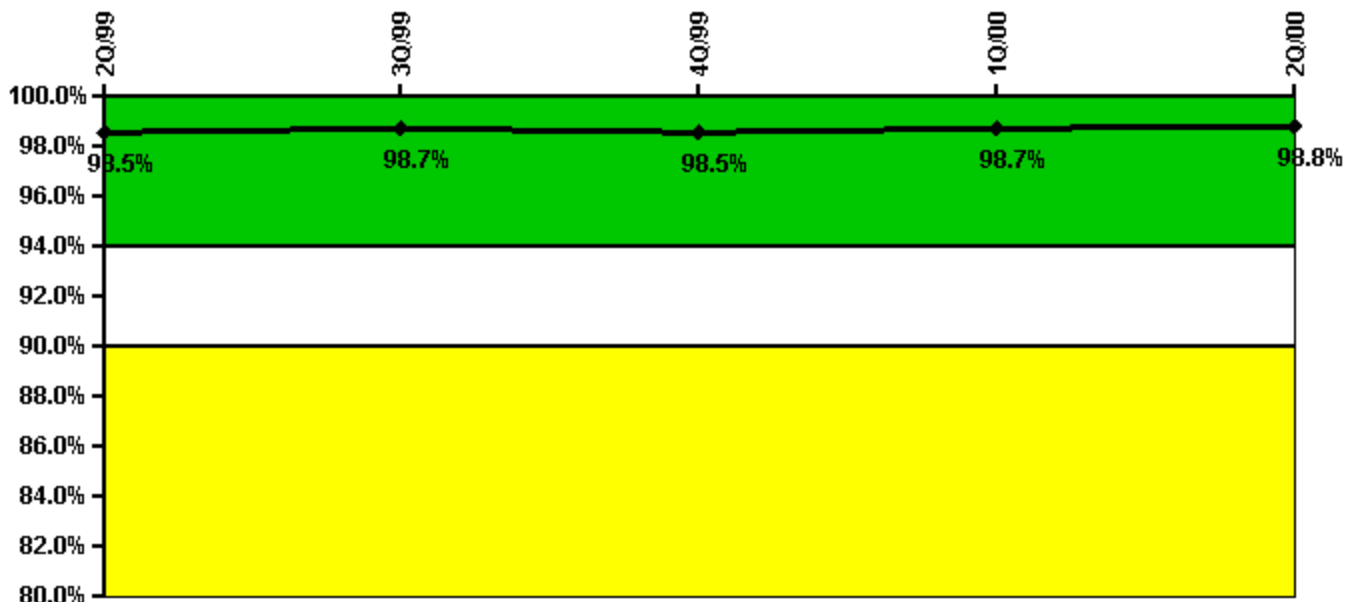
Thresholds: White < 80.0% Yellow < 60.0%

#### Notes

ERO Drill Participation	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Participating Key personnel	59.0	65.0	50.0	49.0	48.0
Total Key personnel	65.0	65.0	50.0	49.0	48.0
<b>Indicator value</b>	<b>90.8%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Licensee Comments: none

### Alert & Notification System



Thresholds: White < 94.0% Yellow < 90.0%

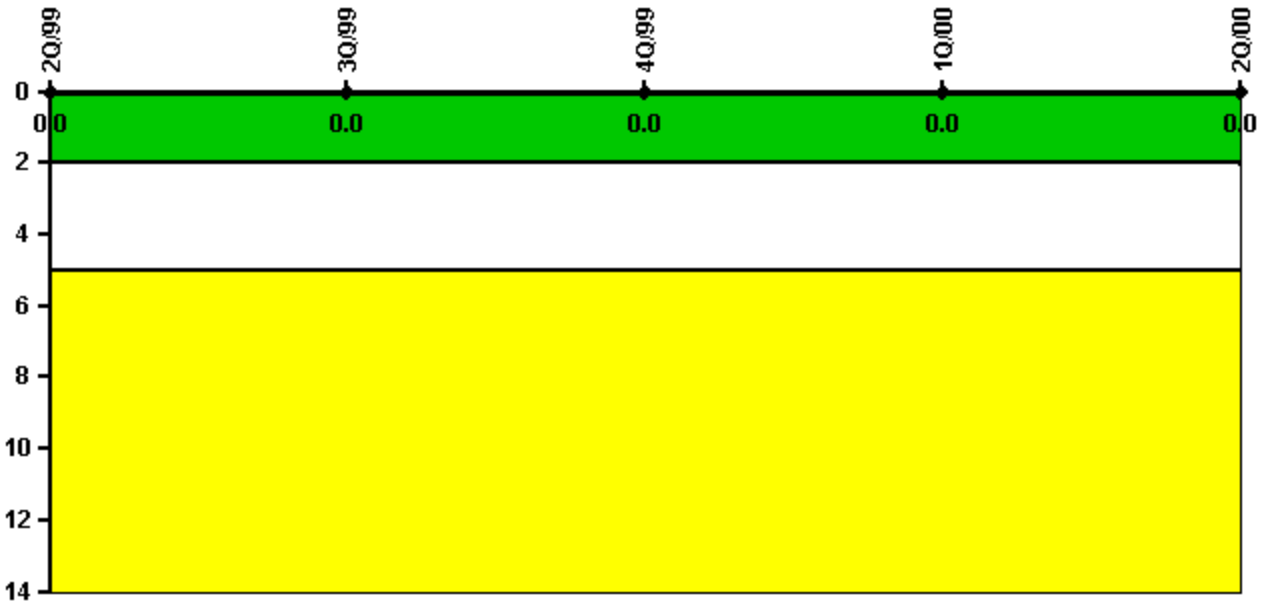
#### Notes

Alert & Notification System	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
Successful siren-tests	679	982	681	881	880
Total sirens-tests	693	990	693	891	891
Indicator value	98.5%	98.7%	98.5%	98.7%	98.8%

#### Licensee Comments:

2Q/00: 2Q 2000: Changed the number of successful test from 884 to 880 which changed the reported percentage from 98.9% to 98.8%. The number of successful ANS siren tests reported for the month of June was incorrect. The inaccuracy in the data reported was attributed to inaccurate verbal communications of the PNS test data. Reference PER 00-011118-000.

### Occupational Exposure Control Effectiveness



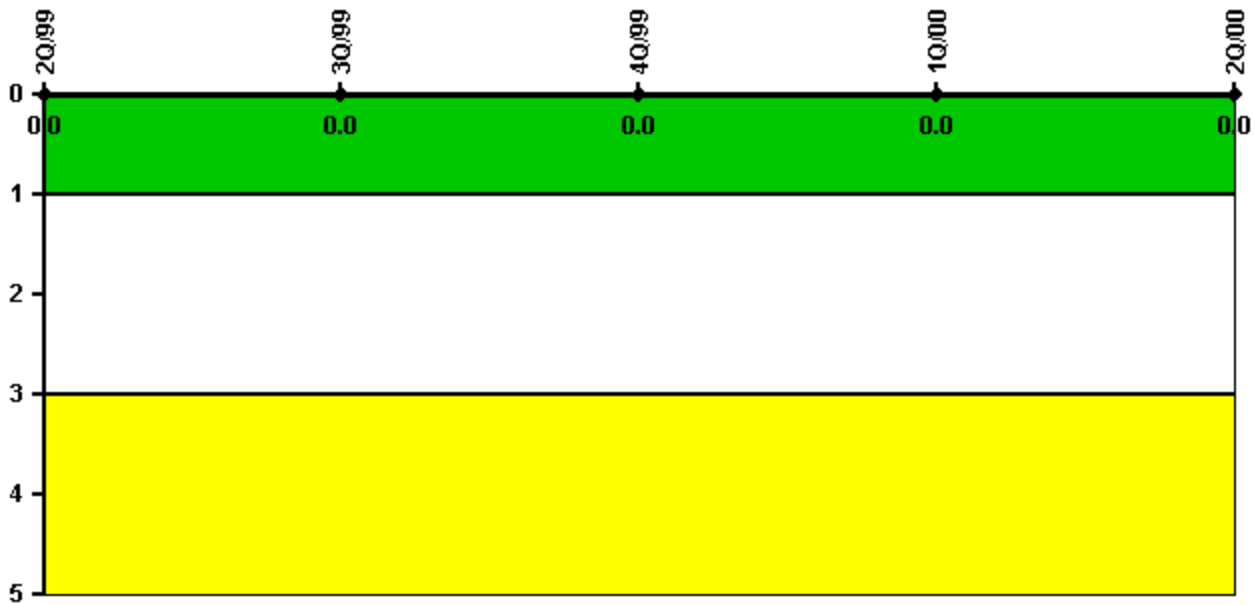
Thresholds: White > 2.0 Yellow > 5.0

#### 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

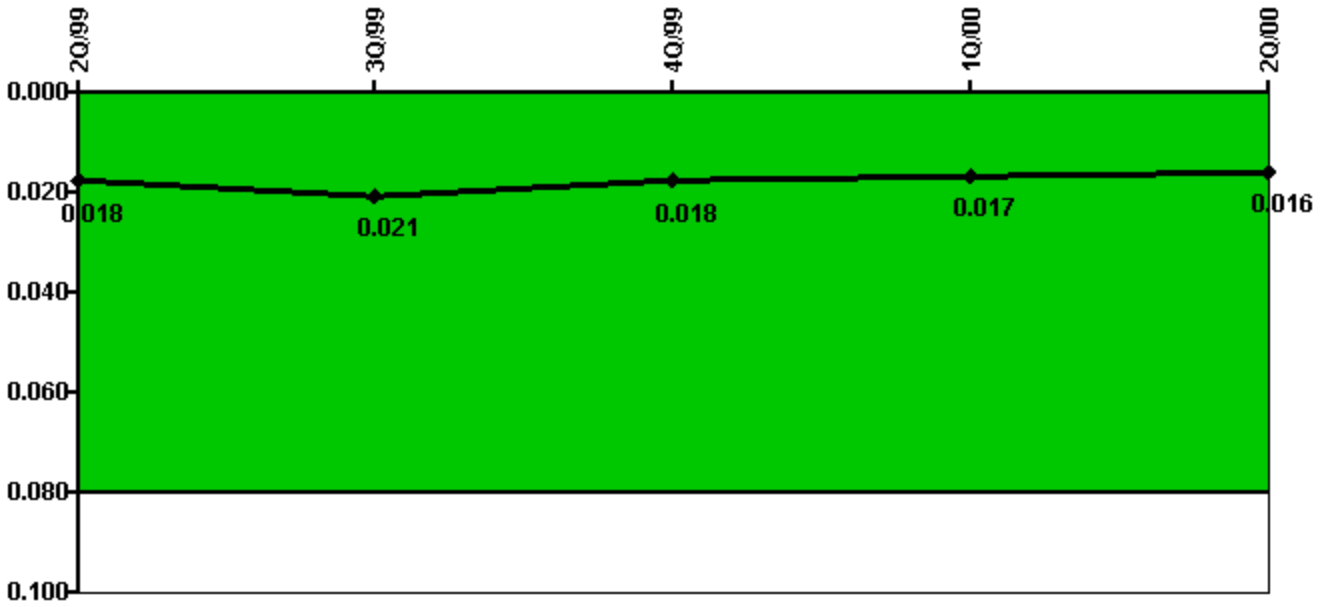
#### Notes

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



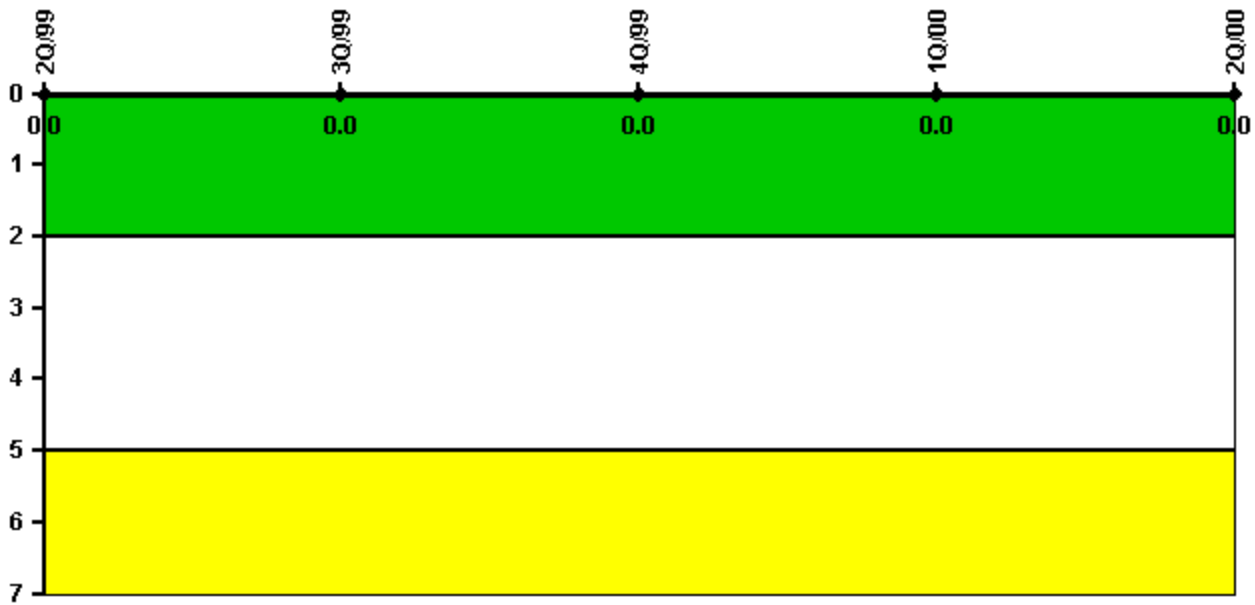
Thresholds: White > 0.080

#### Notes

Protected Area Security Performance Index	2Q/99	3Q/99	4Q/99	1Q/00	2Q/00
IDS compensatory hours	139.00	191.00	274.40	100.70	93.10
CCTV compensatory hours	4.0	0	0	1.8	4.5
IDS normalization factor	2.40	2.40	2.40	2.40	2.40
CCTV normalization factor	2.1	2.1	2.1	2.1	2.1
<b>Index Value</b>	<b>0.018</b>	<b>0.021</b>	<b>0.018</b>	<b>0.017</b>	<b>0.016</b>

Licensee Comments: none

### Personnel Screening Program



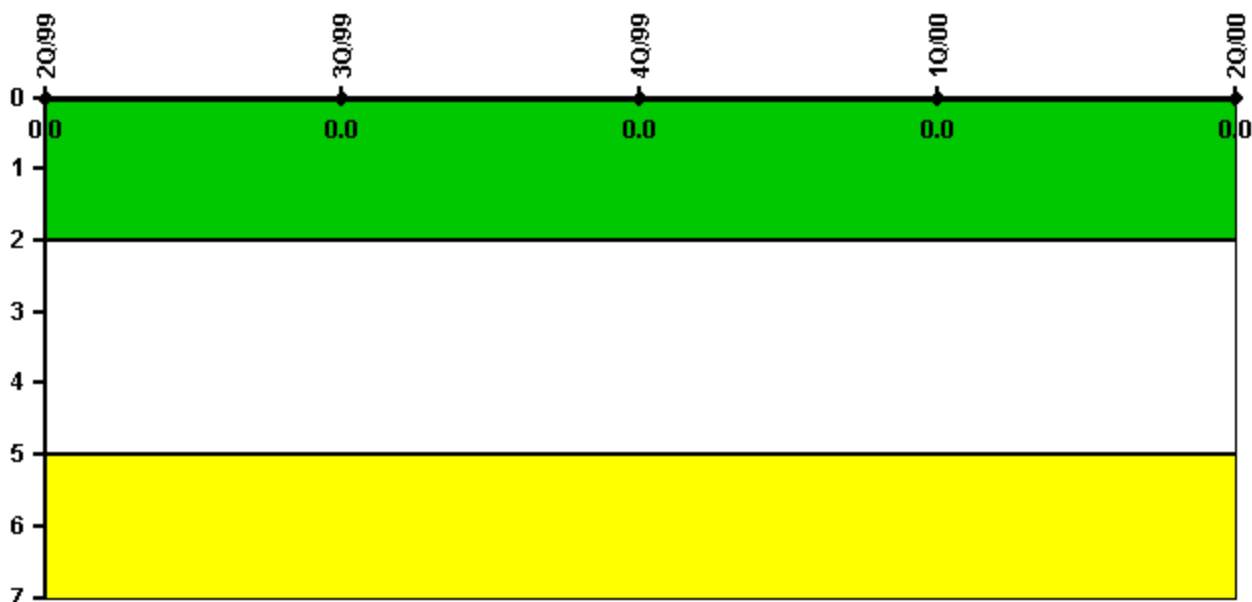
Thresholds: White > 2.0 Yellow > 5.0

#### 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](#)

Last Modified: April 1, 2002