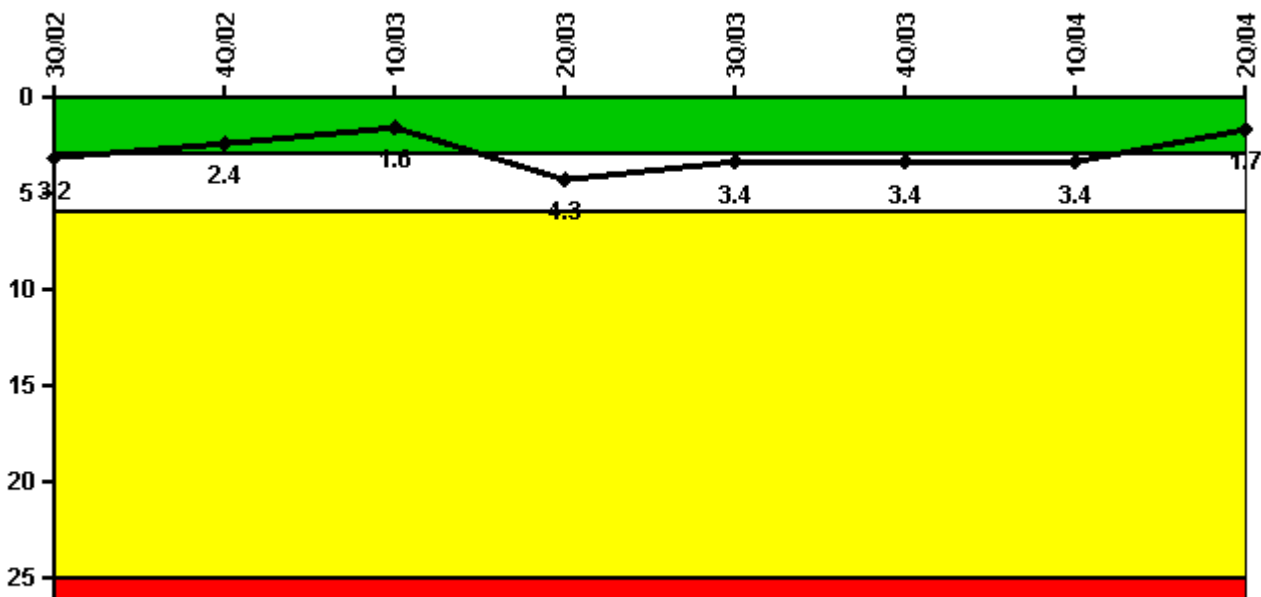


Harris 1

2Q/2004 Performance Indicators

Licensee's General Comments: none

Unplanned Scrams per 7000 Critical Hrs



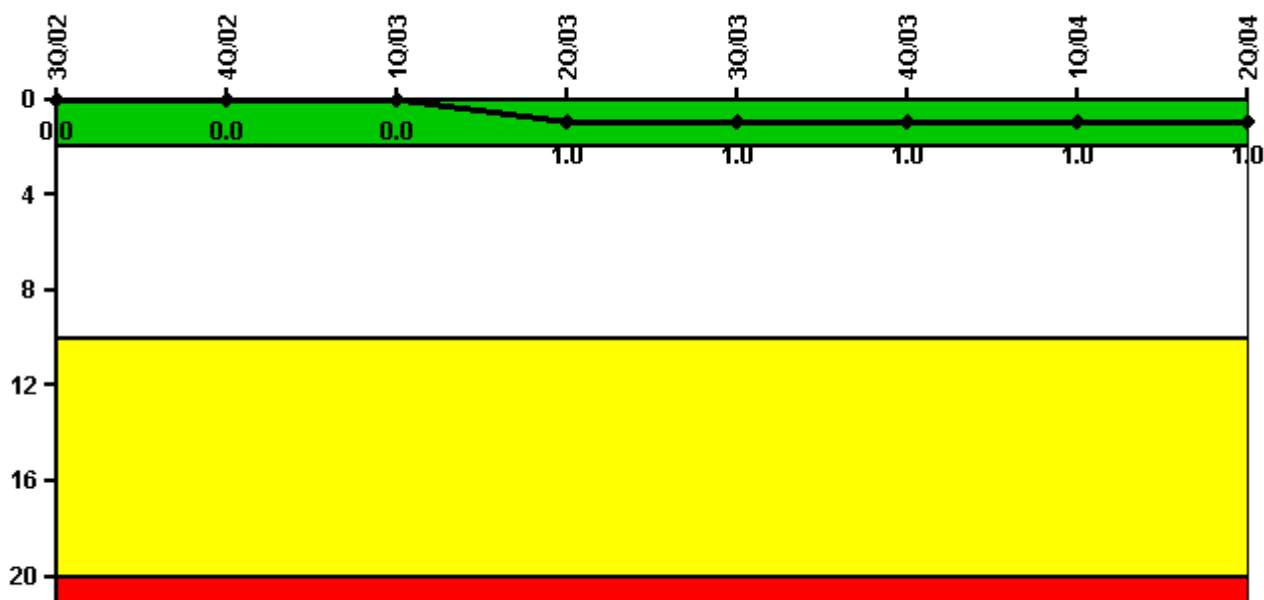
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

Notes

Unplanned Scrams per 7000 Critical Hrs	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Unplanned scrams	2.0	0	0	3.0	1.0	0	0	1.0
Critical hours	2173.9	2209.0	2160.0	1605.6	2190.4	2209.0	2184.0	1878.4
Indicator value	3.2	2.4	1.6	4.3	3.4	3.4	3.4	1.7

Licensee Comments: none

Scrams with Loss of Normal Heat Removal



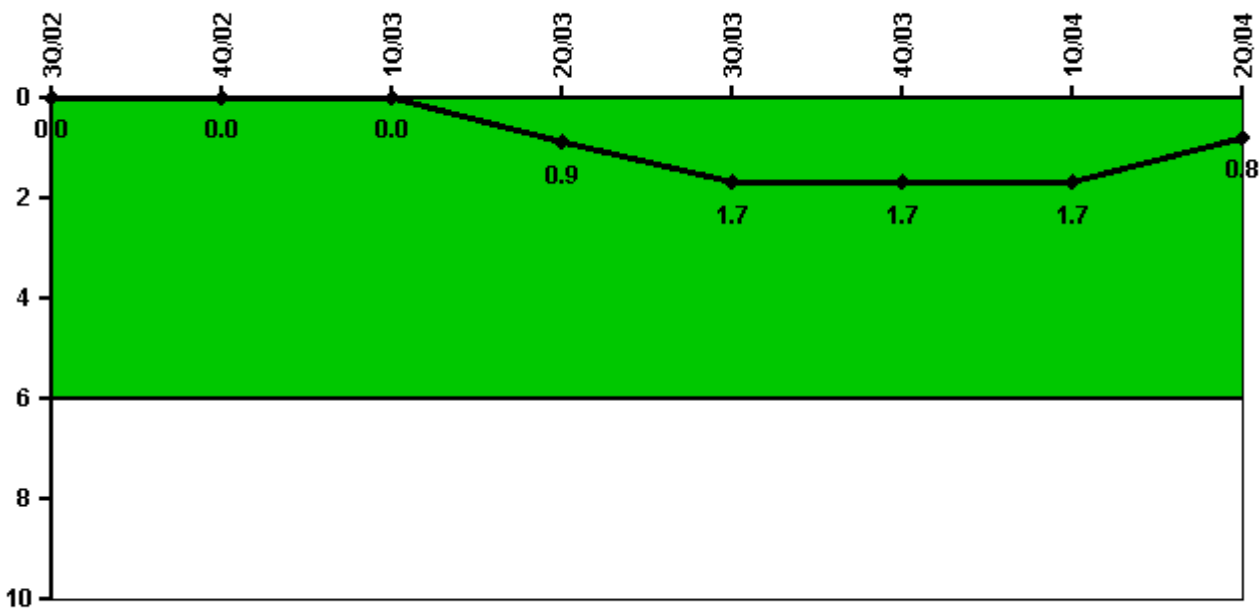
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

Notes

Scrams with Loss of Normal Heat Removal	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Scrams	0	0	0	1.0	0	0	0	0
Indicator value	0	0	0	1.0	1.0	1.0	1.0	1.0

Licensee Comments: none

Unplanned Power Changes per 7000 Critical Hrs



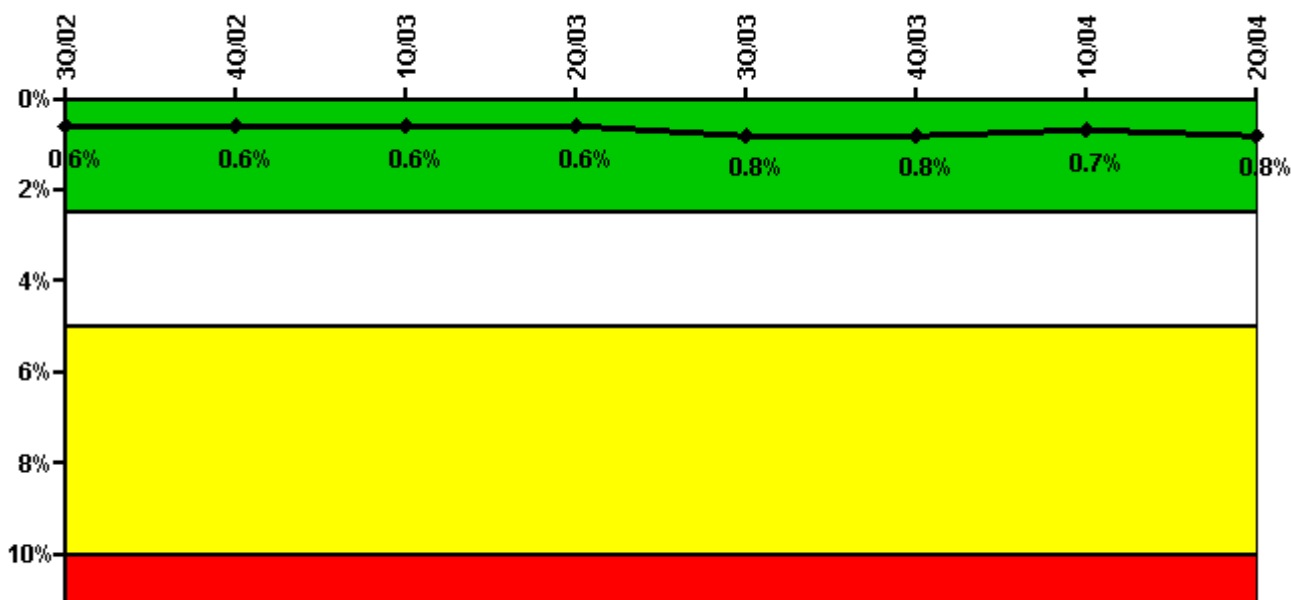
Thresholds: White > 6.0

Notes

Unplanned Power Changes per 7000 Critical Hrs	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Unplanned power changes	0	0	0	1.0	1.0	0	0	0
Critical hours	2173.9	2209.0	2160.0	1605.6	2190.4	2209.0	2184.0	1878.4
Indicator value	0	0	0	0.9	1.7	1.7	1.7	0.8

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/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Train 1								
Planned unavailable hours	10.47	11.20	1.97	17.75	33.50	20.74	1.78	31.25
Unplanned unavailable hours	0	3.20	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1859.58	2208.00	2209.00	2184.00	2105.83
Train 2								
Planned unavailable hours	4.33	17.25	24.03	2.57	68.78	8.45	20.37	2.95
Unplanned unavailable hours	0	0	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	2152.97	2208.00	2209.00	2184.00	2025.87
Indicator value	0.6%	0.6%	0.6%	0.6%	0.8%	0.8%	0.7%	0.8%

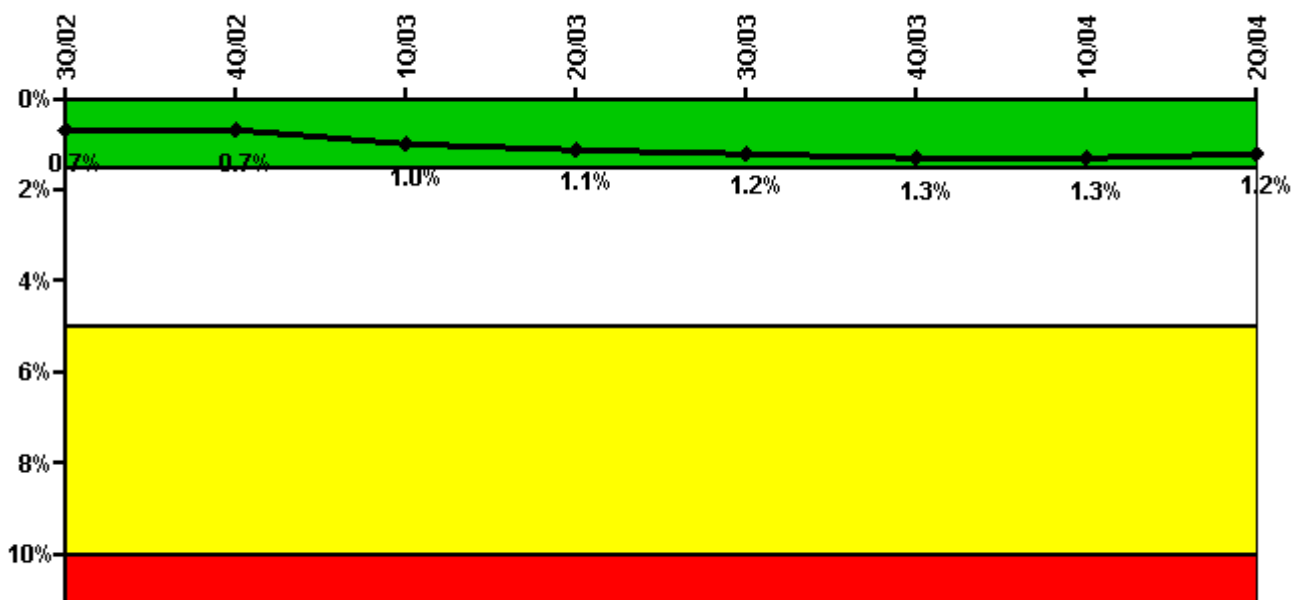
Licensee Comments:

3Q/02: 2.9 hours of planned unavailability added to the September 2002 data for Train 2. This change does not affect the color of the performance indicator.

2Q/02: 1.6 hours of planned unavailability added to the June 2002 data for Train 2. This change does not affect the color of the performance indicator.

3Q/01: 2.4 hours of planned unavailability added to the August 2001 data for Train 1. This change does not affect 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)	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Train 1								
Planned unavailable hours	20.45	16.52	73.89	19.50	51.40	39.58	36.40	5.50
Unplanned unavailable hours	0	18.73	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1830.60	2208.00	2209.00	2184.00	1878.40
Train 2								
Planned unavailable hours	17.43	9.28	41.42	17.13	25.30	21.20	10.70	1.20
Unplanned unavailable hours	0	0	7.65	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1830.60	2208.00	2209.00	2184.00	1878.40
Indicator value	0.7%	0.7%	1.0%	1.1%	1.2%	1.3%	1.3%	1.2%

Licensee Comments:

1Q/04: 1.1 hours and 1.6 hours of planned unavailability added to the January and February 2004 data, respectively, for Train 1. 1.2 hours and 1.3 hours of planned unavailability added to the January and March 2004 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/03: 1.2 hours of planned unavailability added to the October 2003 data for Train 1 and 1.2 hours of planned unavailability added to the November 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the July and August 2003 data, respectively, for Train 1. 1.5 hours of planned unavailability added to both the August and September 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

2Q/03: 1.7 hours planned unavailability added to the June 2003 data for Train 2. These additional hours were accrued during Solid

State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

1Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 1. 2.5 hours and 1.2 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/02: 1.3 hours of planned unavailability added to the November 2002 data for Train 1, and 1.4 hours and 1.2 hours of planned unavailability added to the October and December 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

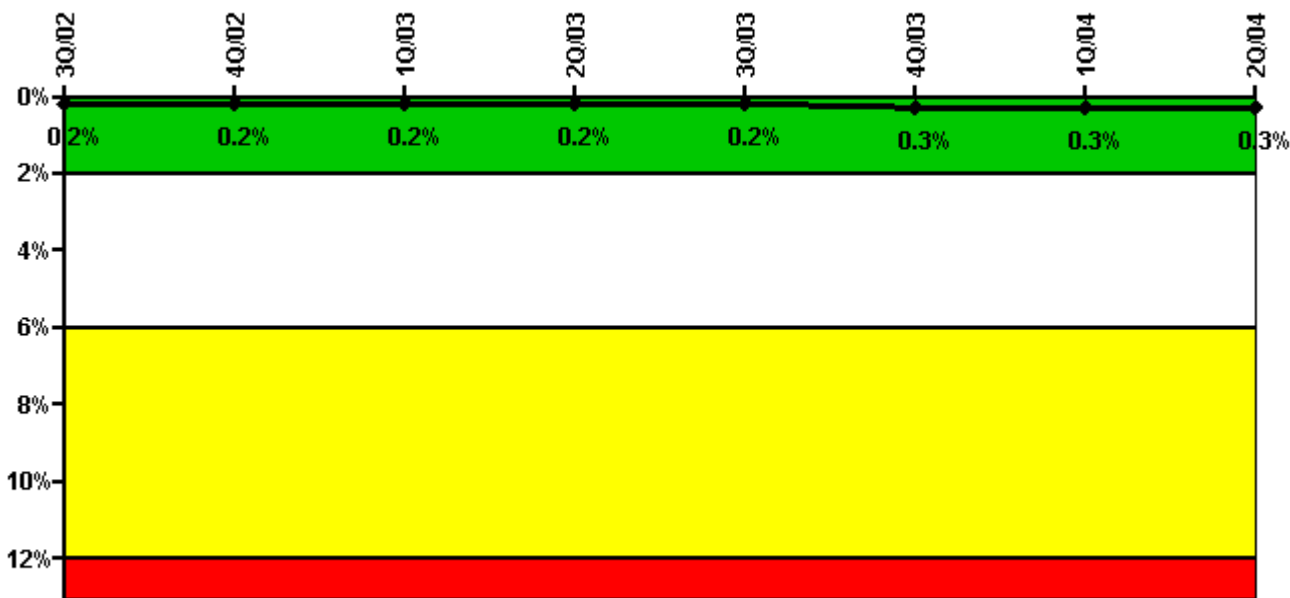
3Q/02: 1.2 hours of planned unavailability added to both the July and September 2002 data for Train 1, and 1.3 hours of planned unavailability added to the August 2002 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

2Q/02: 1.3 hours of planned unavailability added to both the April and June 2002 data for Train 1, and 1.4 hours and 1.1 hours of planned unavailability added to the April and June 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

1Q/02: 1.2 hours of planned unavailability added to the February 2002 data for Train 1, and 1.3 hours and 1.2 hours of planned unavailability added to the January and February 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/01: 1.3 hours of planned unavailability added to the July 2001 data for Train 1 and 1.6 hours of planned unavailability added to the September 2001 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect 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)	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Train 1								
Planned unavailable hours	3.13	1.30	2.30	1.13	7.70	1.20	10.40	2.50
Unplanned unavailable hours	0	0	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1731.15	2208.00	2209.00	2184.00	1878.40
Train 2								
Planned unavailable hours	1.30	2.60	5.20	2.83	10.60	1.20	2.50	1.70
Unplanned unavailable hours	0	0	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1731.15	2208.00	2209.00	2184.00	1878.40
Train 3								
Planned unavailable hours	0	9.00	21.80	5.57	19.50	0	0	6.50
Unplanned unavailable hours	0	0	0	0	0	27.50	0	38.20
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	1731.15	2208.00	2209.00	2184.00	1878.40
Indicator value	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%

Licensee Comments:

1Q/04: 1.1 hours and 1.6 hours of planned unavailability added to the January and February 2004 data, respectively, for Train 1. 1.2 hours and 1.3 hours of planned unavailability added to the January and March 2004 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/03: 1.2 hours of planned unavailability added to the October 2003 data for Train 1 and 1.2 hours of planned unavailability added to the November 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. Also, 325.8 hours (263.3 hours in October 2003 and 62.5 hours in November 2003) of fault exposure hours have been subtracted from the data for Train 3. These hours were T/2 fault exposure hours and thus should have been reported only in the comment section of the NRC PI data file and not included in the calculation of safety system unavailability. These corrections do not affect the color of the indicator.

3Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the July and August 2003 data, respectively, for Train 1. 1.5 hours of planned unavailability added to both the August and September 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

2Q/03: 1.7 hours of planned unavailability added to the June 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

1Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 1. 2.5 hours and 1.2 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/02: 1.3 hours of planned unavailability added to the November 2002 data for Train 1, and 1.4 hours and 1.2 hours of planned unavailability added to the October and December 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/02: 1.2 hours of planned unavailability added to both the July and September 2002 data for Train 1, and 1.3 hours of planned unavailability added to the August 2002 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

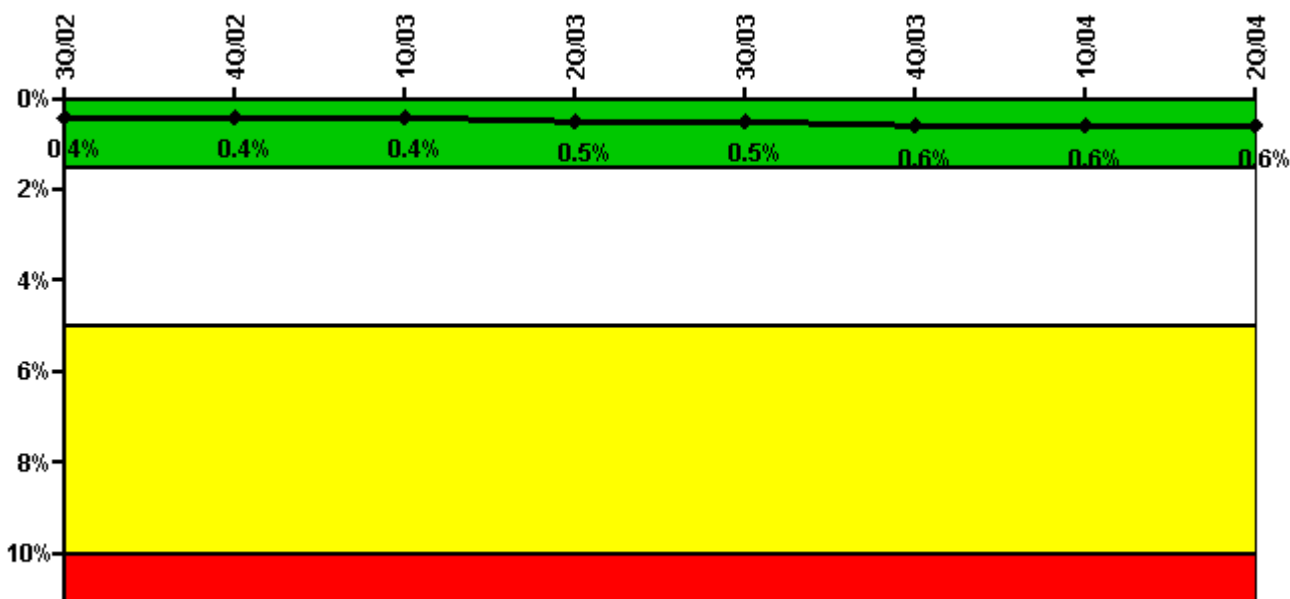
2Q/02: 1.3 hours of planned unavailability added to both the April and June 2002 data for Train 1, and 1.4 hours and 1.1 hours of planned unavailability added to the April and June 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data.

This correction does not affect the color of the performance indicator.

1Q/02: 1.2 hours of planned unavailability added to the February 2002 data for Train 1, and 1.3 hours and 1.2 hours of planned unavailability added to the January and February 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/01: 1.3 hours of planned unavailability added to the July 2001 data for Train 1 and 1.6 hours of planned unavailability added to the September 2001 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance 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/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Train 1								
Planned unavailable hours	5.80	9.88	6.12	15.05	24.40	8.60	15.40	14.60
Unplanned unavailable hours	0	0	0	0	0	0	0	8.10
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	2097.50	2208.00	2209.00	2184.00	2183.00
Train 2								
Planned unavailable hours	1.30	4.42	31.90	5.17	12.90	12.00	3.10	1.20
Unplanned unavailable hours	0	0	0	0	0	0	0	0
Fault exposure hours	0	0	0	0	0	0	0	0
Effective Reset hours	0	0	0	0	0	0	0	0
Required hours	2208.00	2209.00	2160.00	2097.50	2208.00	2209.00	2184.00	2183.00
Indicator value	0.4%	0.4%	0.4%	0.5%	0.5%	0.6%	0.6%	0.6%

Licensee Comments:

1Q/04: 1.1 hours and 1.6 hours of planned unavailability added to the January and February 2004 data, respectively, for Train 1. 1.2 hours and 1.3 hours of planned unavailability added to the January and March 2004 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/03: 1.2 hours of planned unavailability added to the October 2003 data for Train 1 and 1.2 hours of planned unavailability added to the November 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the July and August 2003 data, respectively, for Train 1. 1.5 hours of planned unavailability added to both the August and September 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

2Q/03: 1.7 hours of planned unavailability added to the June 2003 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

1Q/03: 1.2 hours and 1.1 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 1. 2.5 hours and 1.2 hours of planned unavailability added to the January and March 2003 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

4Q/02: 1.3 hours of planned unavailability added to the November 2002 data for Train 1, and 1.4 hours and 1.2 hours of planned unavailability added to the October and December 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

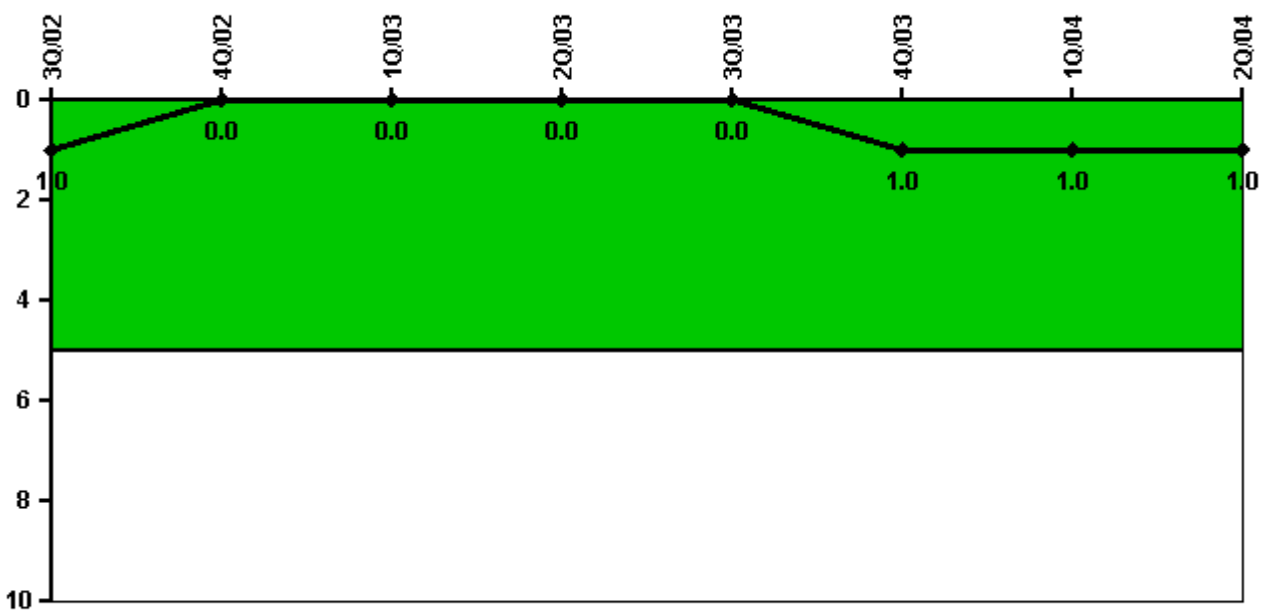
3Q/02: 1.2 hours of planned unavailability added to both the July and September 2002 data for Train 1, and 1.3 hours of planned unavailability added to the August 2002 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

2Q/02: 1.3 hours of planned unavailability added to both the April and June 2002 data for Train 1, and 1.4 hours and 1.1 hours of planned unavailability added to the April and June 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

1Q/02: 1.2 hours of planned unavailability added to the February 2002 data for Train 1, and 1.3 hours and 1.2 hours of planned unavailability added to the January and February 2002 data, respectively, for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

3Q/01: 1.3 hours of planned unavailability added to the July 2001 data for Train 1 and 1.6 hours of planned unavailability added to the September 2001 data for Train 2. These additional hours were accrued during Solid State Protection System testing and identified by HNP during a review of previously submitted safety system unavailability data. This correction does not affect the color of the performance indicator.

Safety System Functional Failures (PWR)



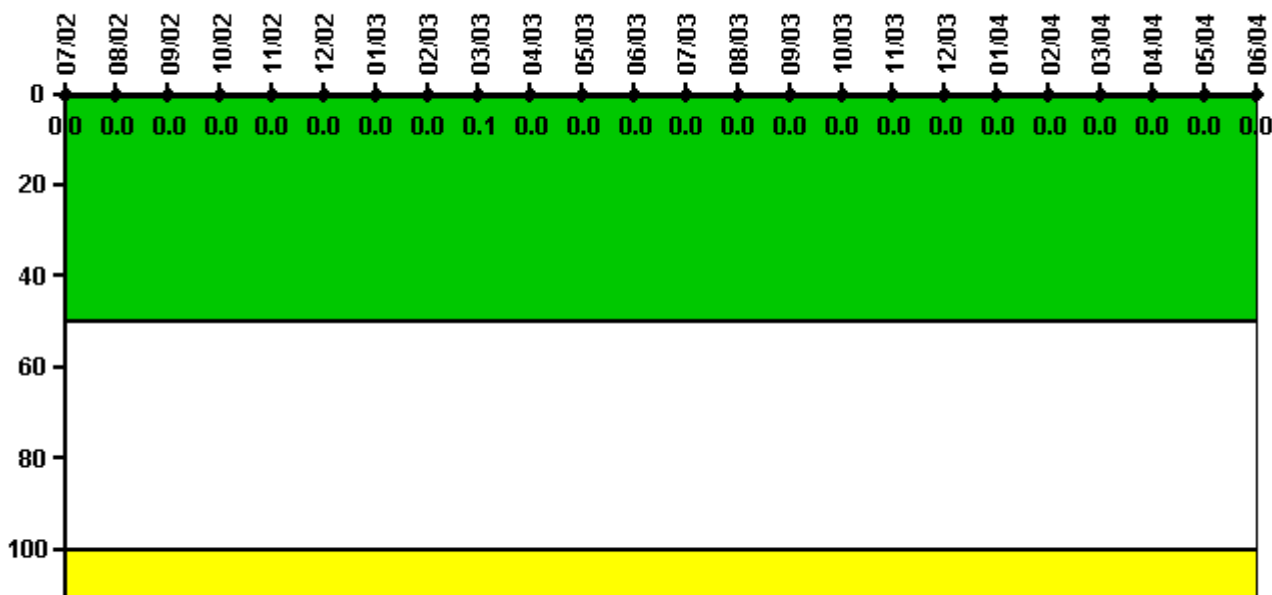
Thresholds: White > 5.0

Notes

Safety System Functional Failures (PWR)	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Safety System Functional Failures	0	0	0	0	0	1	0	0
Indicator value	1	0	0	0	0	1	1	1

Licensee Comments: none

Reactor Coolant System Activity



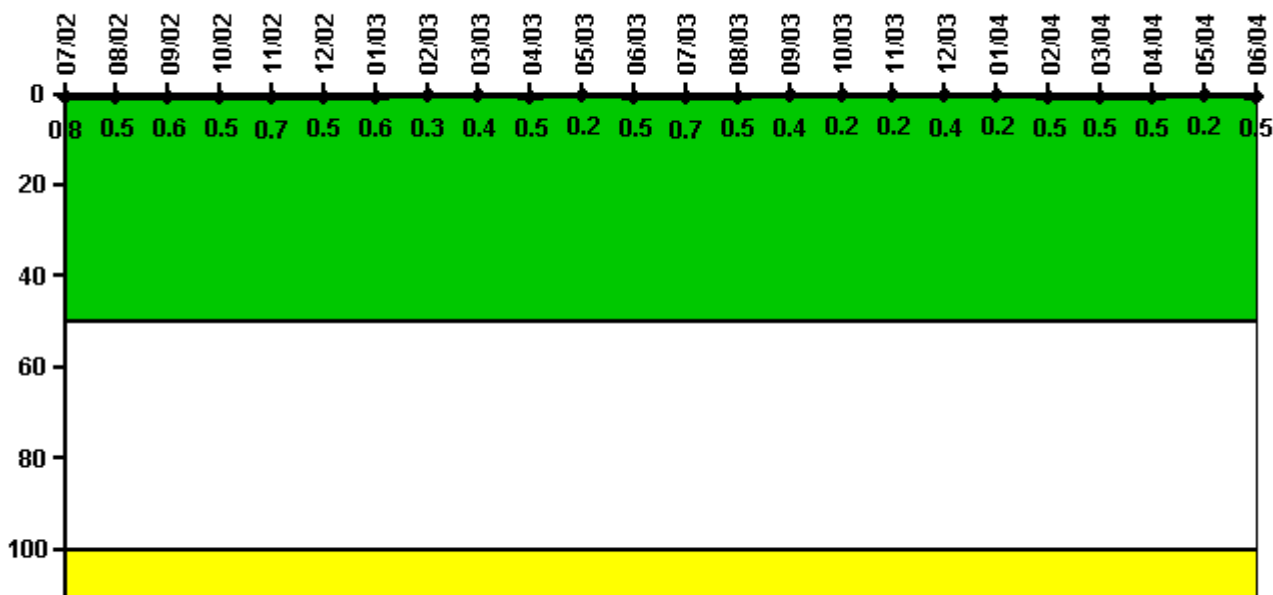
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Activity	7/02	8/02	9/02	10/02	11/02	12/02	1/03	2/03	3/03	4/03	5/03	6/03
Maximum activity	0.000160	0.000165	0.000355	0.000189	0.000181	0.000187	0.000194	0.000199	0.000732	0.000208	0.000072	0.000086
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	0	0	0	0	0	0	0	0.1	0	0	0
Reactor Coolant System Activity	7/03	8/03	9/03	10/03	11/03	12/03	1/04	2/04	3/04	4/04	5/04	6/04
Maximum activity	0.000092	0.000103	0.000100	0.000173	0.000099	0.000103	0.000109	0.000113	0.000110	0.000113	0.000117	0.000122
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	0	0	0	0	0	0	0	0	0	0	0

Licensee Comments: none

Reactor Coolant System Leakage



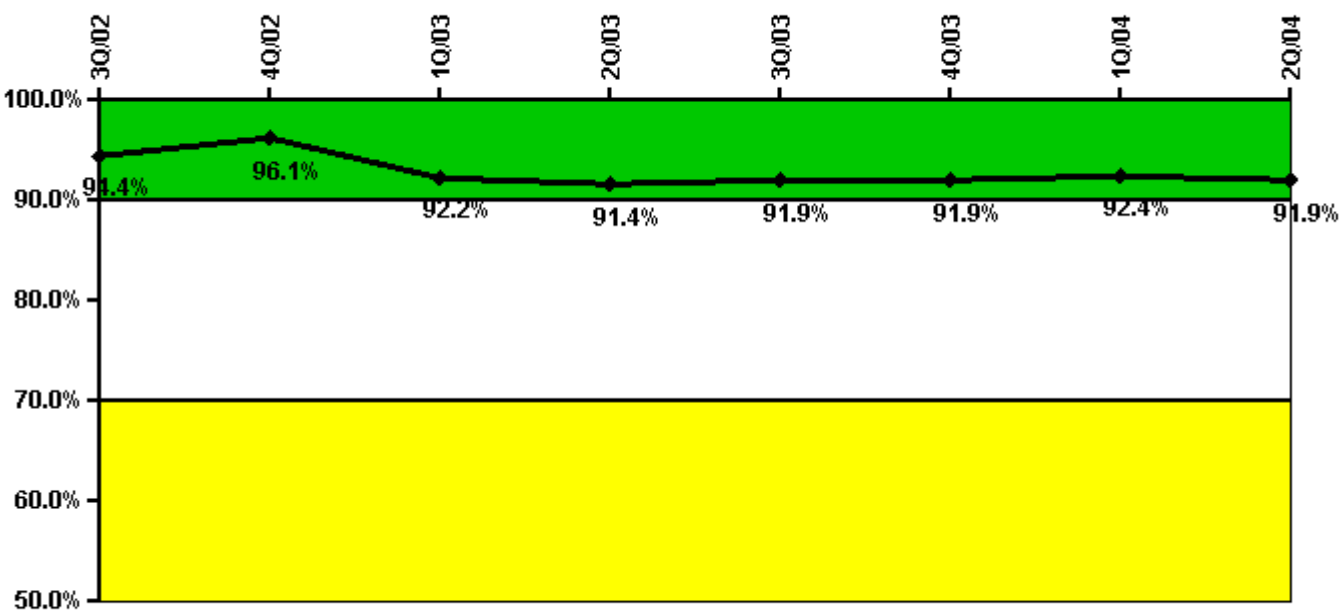
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Leakage	7/02	8/02	9/02	10/02	11/02	12/02	1/03	2/03	3/03	4/03	5/03	6/03
Maximum leakage	0.080	0.050	0.060	0.050	0.070	0.050	0.060	0.030	0.040	0.050	0.020	0.050
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	0.8	0.5	0.6	0.5	0.7	0.5	0.6	0.3	0.4	0.5	0.2	0.5
Reactor Coolant System Leakage	7/03	8/03	9/03	10/03	11/03	12/03	1/04	2/04	3/04	4/04	5/04	6/04
Maximum leakage	0.070	0.050	0.040	0.020	0.020	0.040	0.020	0.050	0.050	0.050	0.020	0.050
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	0.7	0.5	0.4	0.2	0.2	0.4	0.2	0.5	0.5	0.5	0.2	0.5

Licensee Comments: none

Drill/Exercise Performance



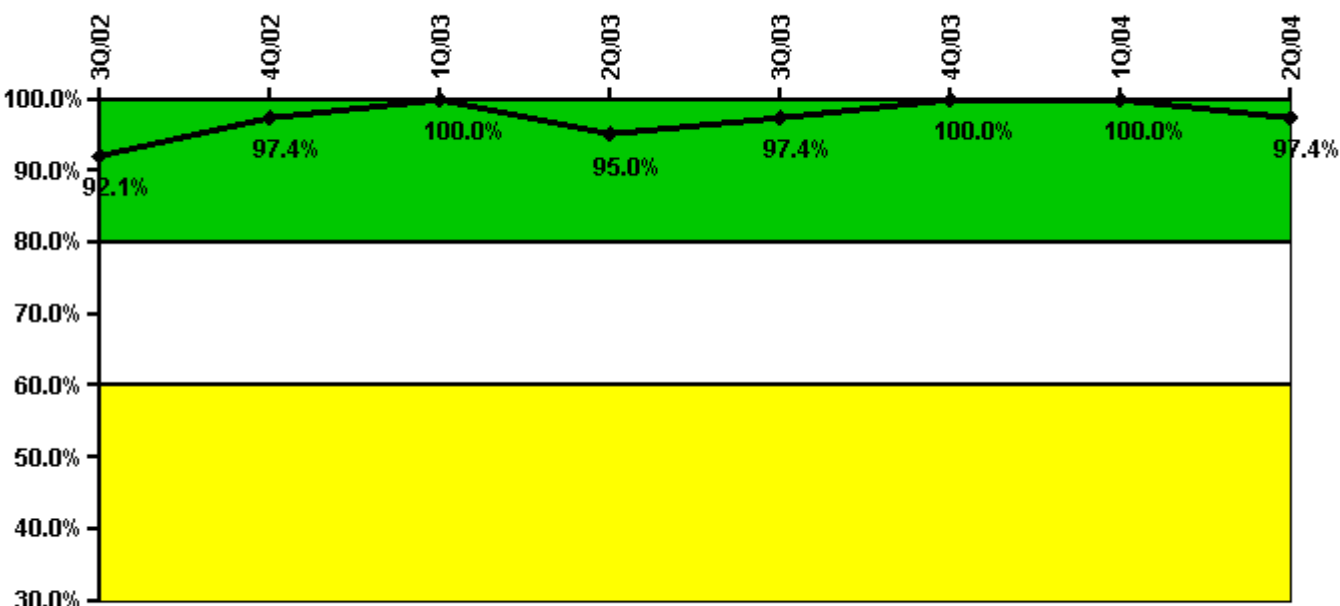
Thresholds: White < 90.0% Yellow < 70.0%

Notes

Drill/Exercise Performance	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Successful opportunities	18.0	26.0	63.0	37.0	20.0	23.0	34.0	18.0
Total opportunities	18.0	28.0	73.0	40.0	20.0	25.0	36.0	20.0
Indicator value	94.4%	96.1%	92.2%	91.4%	91.9%	91.9%	92.4%	91.9%

Licensee Comments: none

ERO Drill Participation



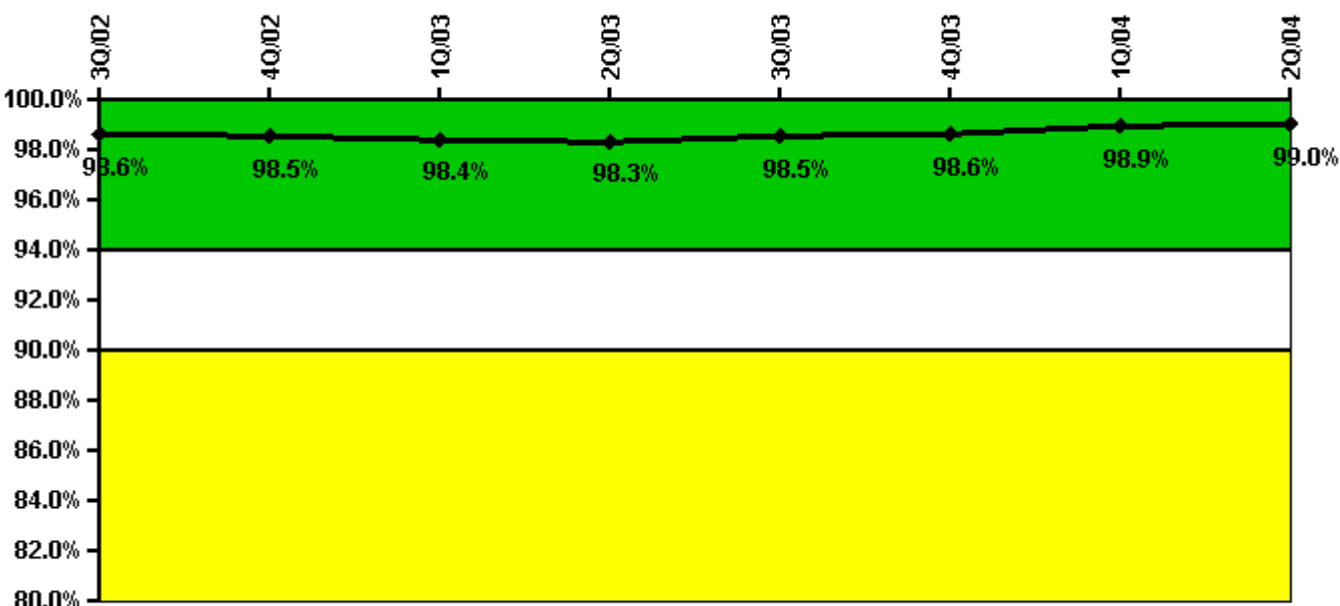
Thresholds: White < 80.0% Yellow < 60.0%

Notes

ERO Drill Participation	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Participating Key personnel	35.0	38.0	37.0	38.0	38.0	36.0	36.0	38.0
Total Key personnel	38.0	39.0	37.0	40.0	39.0	36.0	36.0	39.0
Indicator value	92.1%	97.4%	100.0%	95.0%	97.4%	100.0%	100.0%	97.4%

Licensee Comments: none

Alert & Notification System



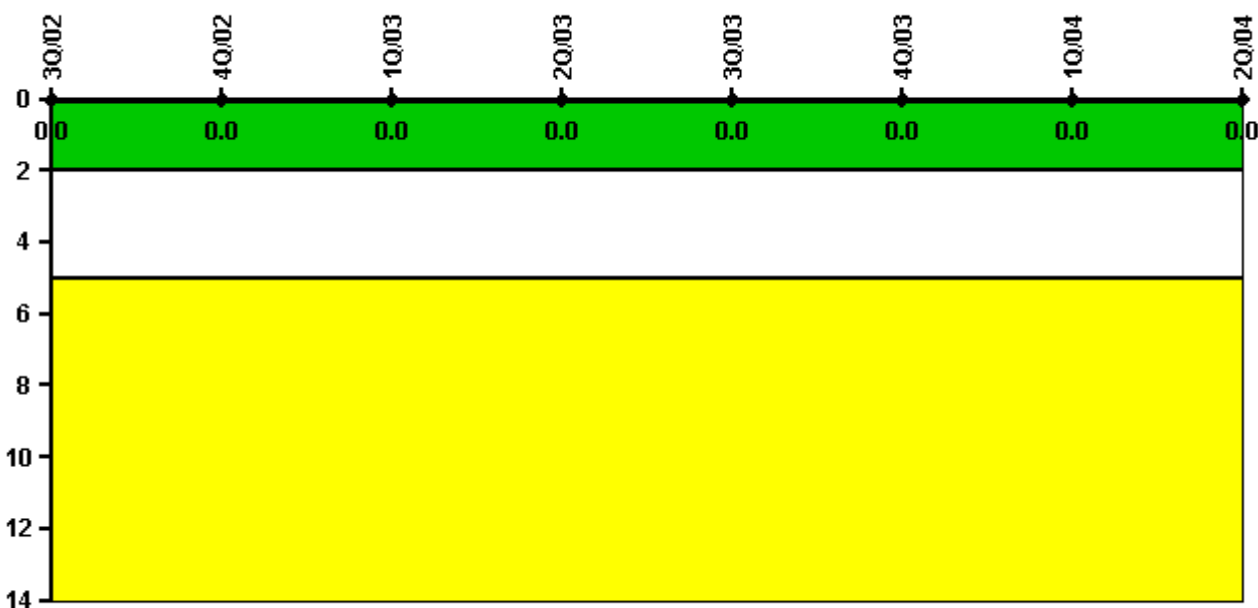
Thresholds: White < 94.0% Yellow < 90.0%

Notes

Alert & Notification System	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
Successful siren-tests	708	640	558	643	633	642	565	647
Total sirens-tests	729	648	567	648	648	648	567	648
Indicator value	98.6%	98.5%	98.4%	98.3%	98.5%	98.6%	98.9%	99.0%

Licensee Comments: none

Occupational Exposure Control Effectiveness



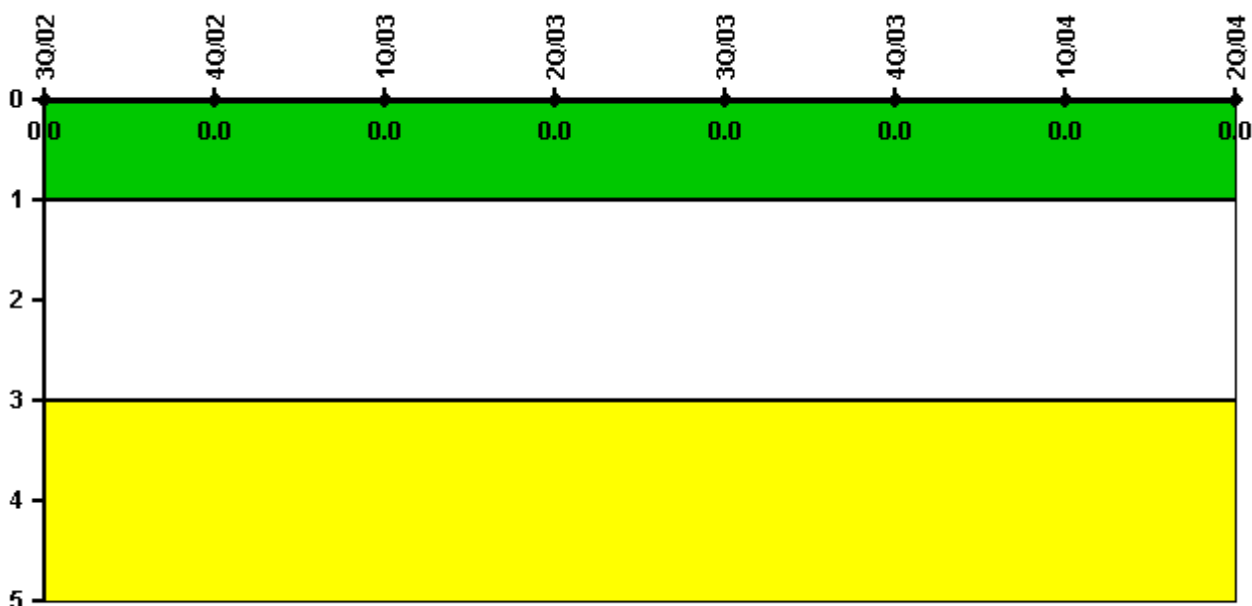
Thresholds: White > 2.0 Yellow > 5.0

Notes

Occupational Exposure Control Effectiveness	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
High radiation area occurrences	0	0	0	0	0	0	0	0
Very high radiation area occurrences	0	0	0	0	0	0	0	0
Unintended exposure occurrences	0	0	0	0	0	0	0	0
Indicator value	0	0	0	0	0	0	0	0

Licensee Comments: none

RETS/ODCM Radiological Effluent



Thresholds: White > 1.0 Yellow > 3.0

Notes

RETS/ODCM Radiological Effluent	3Q/02	4Q/02	1Q/03	2Q/03	3Q/03	4Q/03	1Q/04	2Q/04
RETS/ODCM occurrences	0	0	0	0	0	0	0	0
Indicator value	0	0	0	0	0	0	0	0

Licensee Comments: none

[Physical Protection](#) information not publicly available.

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

Last Modified: September 8, 2004