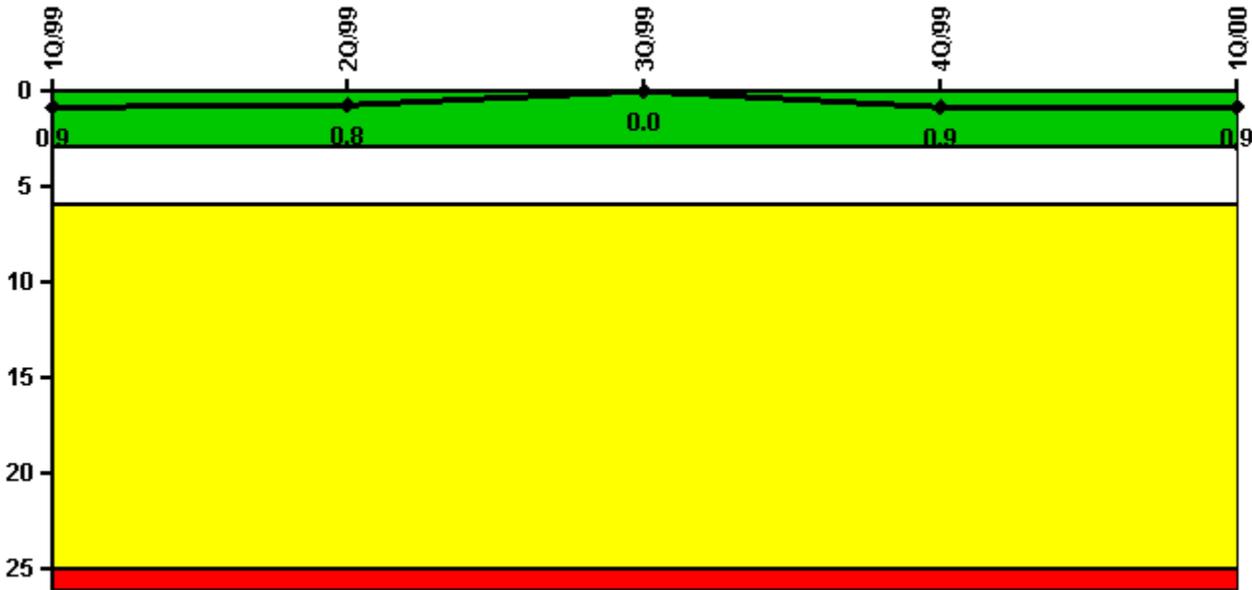


North Anna 2

1Q/2000 Performance Indicators

Licensee's General Comments: none

Unplanned Scrams per 7000 Critical Hrs



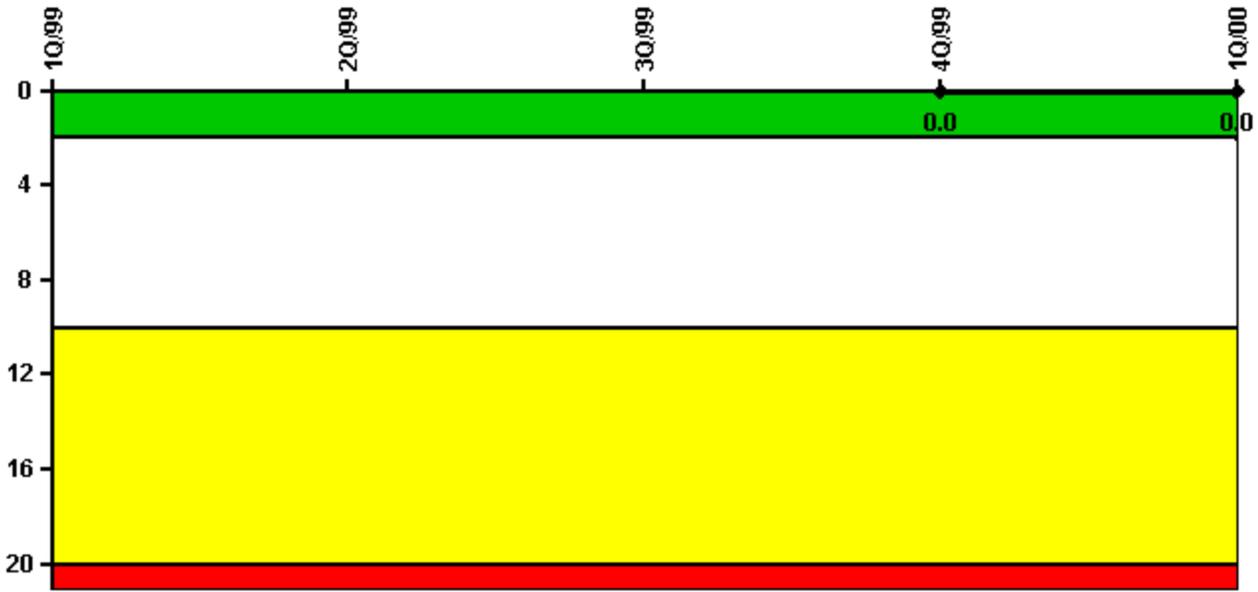
Thresholds: White > 3.0 Yellow > 6.0 Red > 25.0

Notes

Unplanned Scrams per 7000 Critical Hrs	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Unplanned scrams	0	0	0	1.0	0
Critical hours	2160.0	2183.0	1754.6	1982.4	2184.0
Indicator value	0.9	0.8	0	0.9	0.9

Licensee Comments: none

Scrams with Loss of Normal Heat Removal



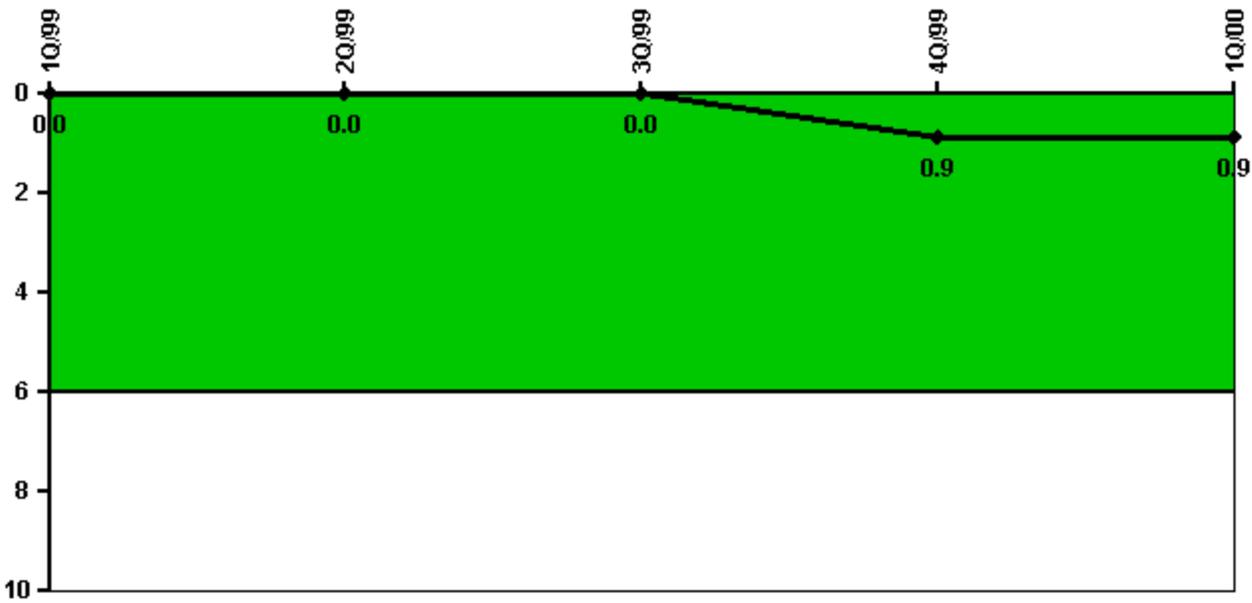
Thresholds: White > 2.0 Yellow > 10.0 Red > 20.0

Notes

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

Licensee Comments: none

Unplanned Power Changes per 7000 Critical Hrs



Thresholds: White > 6.0

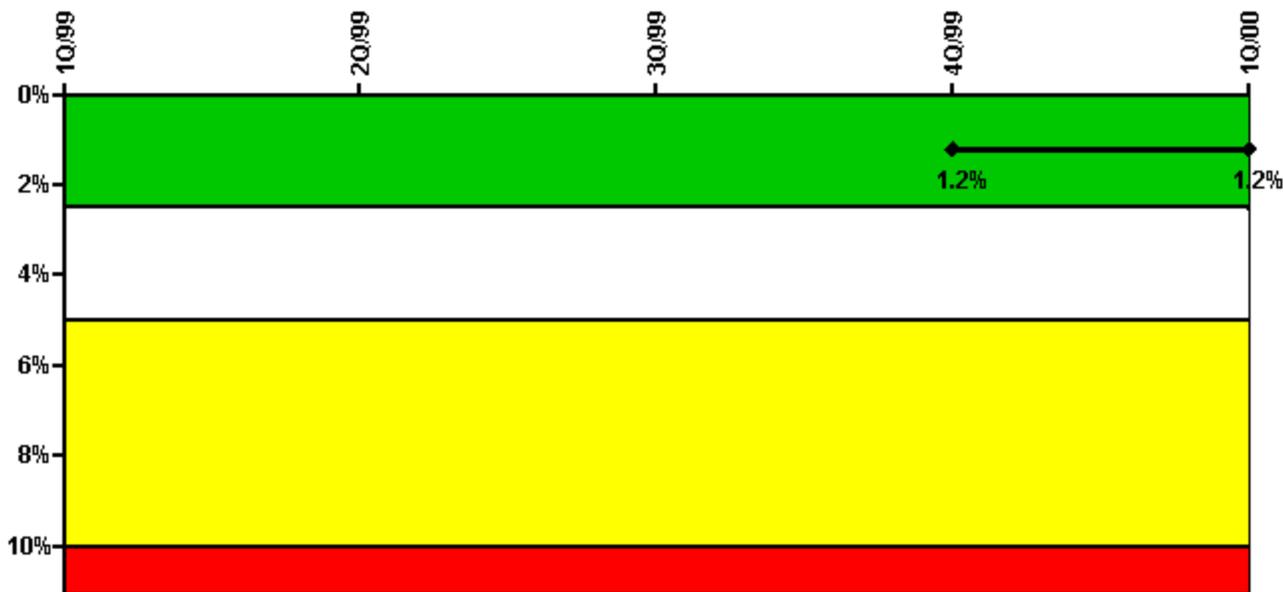
Notes

Unplanned Power Changes per 7000 Critical Hrs	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Unplanned power changes	0	0	0	1.0	0
Critical hours	2160.0	2183.0	1754.6	1982.4	2184.0
Indicator value	0	0	0	0.9	0.9

Licensee Comments:

4Q/99: 11/1999 data revised to include 12 hrs. when the unit was removed from service, but remained critical.

Safety System Unavailability, Emergency AC Power



Thresholds: **White** > 2.5% **Yellow** > 5.0% **Red** > 10.0%

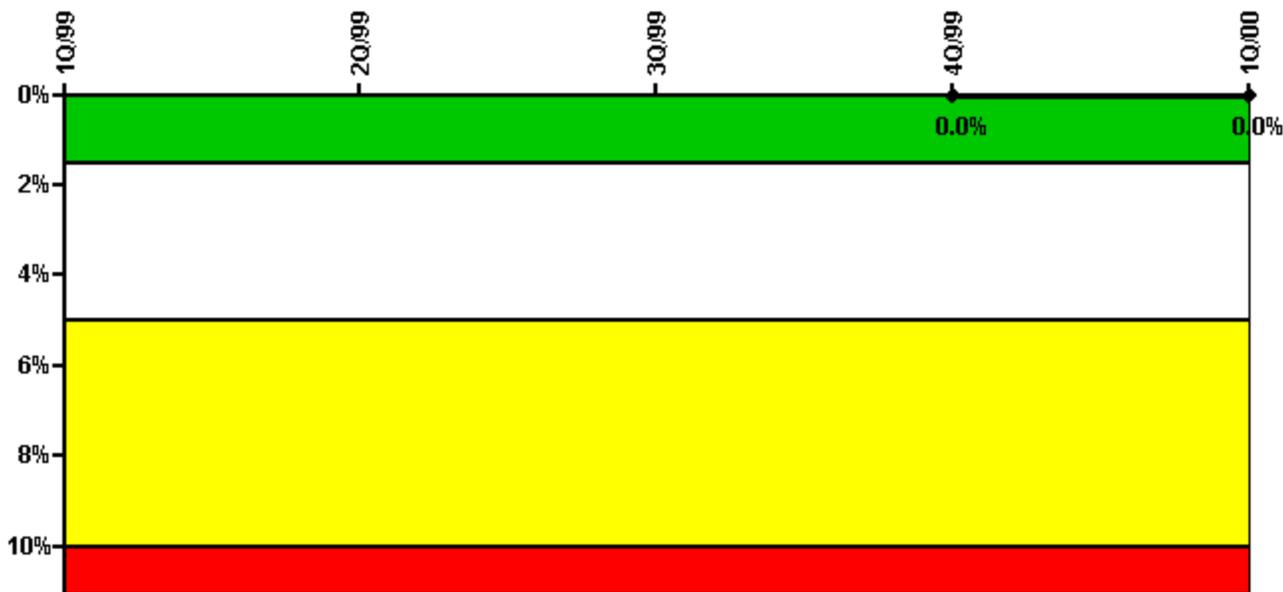
Notes

Safety System Unavailability, Emergency AC Power	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Train 1					
Planned unavailable hours	29.10	46.40	11.83	9.31	10.76
Unplanned unavailable hours	0	7.33	0	0.42	0
Fault exposure hours	0	0	0	0	0
Effective Reset hours	0	0	0	0	0
Required hours	2160.00	2183.00	2208.00	2209.00	2184.00
Train 2					
Planned unavailable hours	10.65	36.57	15.15	10.22	9.72
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	2160.00	2183.00	2208.00	2209.00	2184.00
Indicator value				1.2%	1.2%

Licensee Comments:

1Q/00: Per NEI 99-02, Rev 0, current data excludes unavailability hours resulting from planned, TS approved, on-line, Allowed Outage Time EDG overhauls. This revision had no affect on the Green indicator color assignment.

Safety System Unavailability, High Pressure Injection System (HPSI)



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

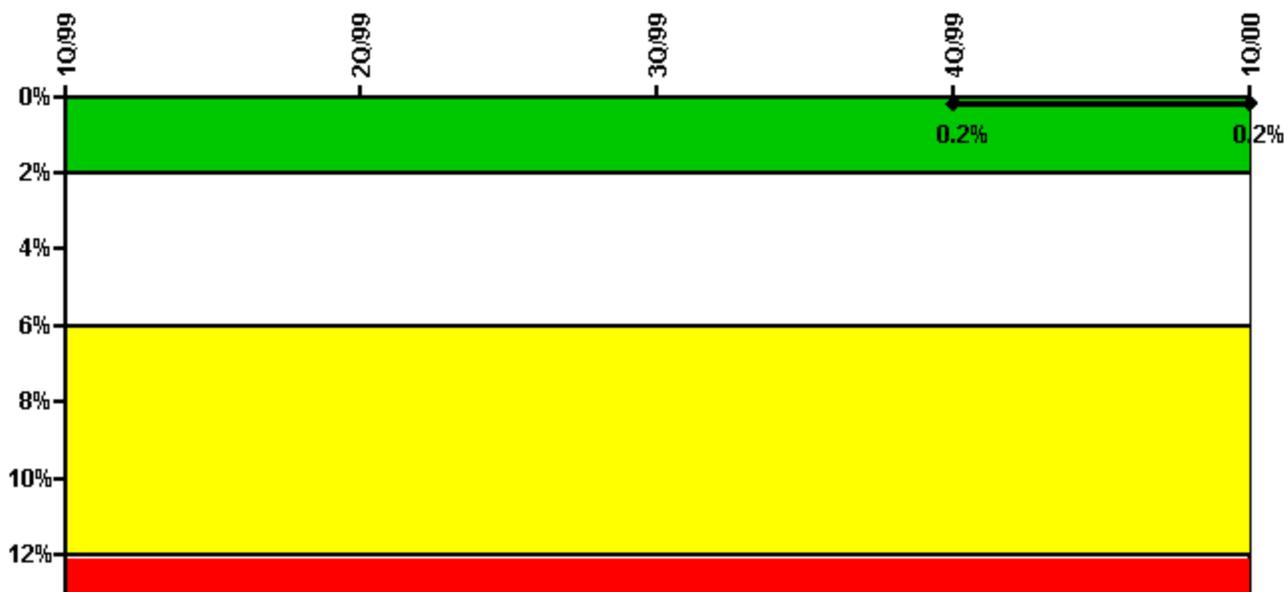
Notes

Safety System Unavailability, High Pressure Injection System (HPSI)	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Train 1					
Planned unavailable hours	0	0	0	0	2.76
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	2160.00	2183.00	2208.00	2029.16	2184.00
Train 2					
Planned unavailable hours	1.05	1.12	0	1.12	0.50
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	2160.00	2183.00	2208.00	2029.16	2184.00
Indicator value				0%	0%

Licensee Comments:

1Q/00: Current and historical data changed to reflect North Anna's unique design. Per NEI 99-02, Rev 0, Appendix D, post-accident recirculation cooling provided by the Low Head Safety Injection System has been extracted and included in the Residual Heat Removal System. Removal of LHSI unavailability hours had no affect on the Green indicator color assignment.

Safety System Unavailability, Heat Removal System (AFW)



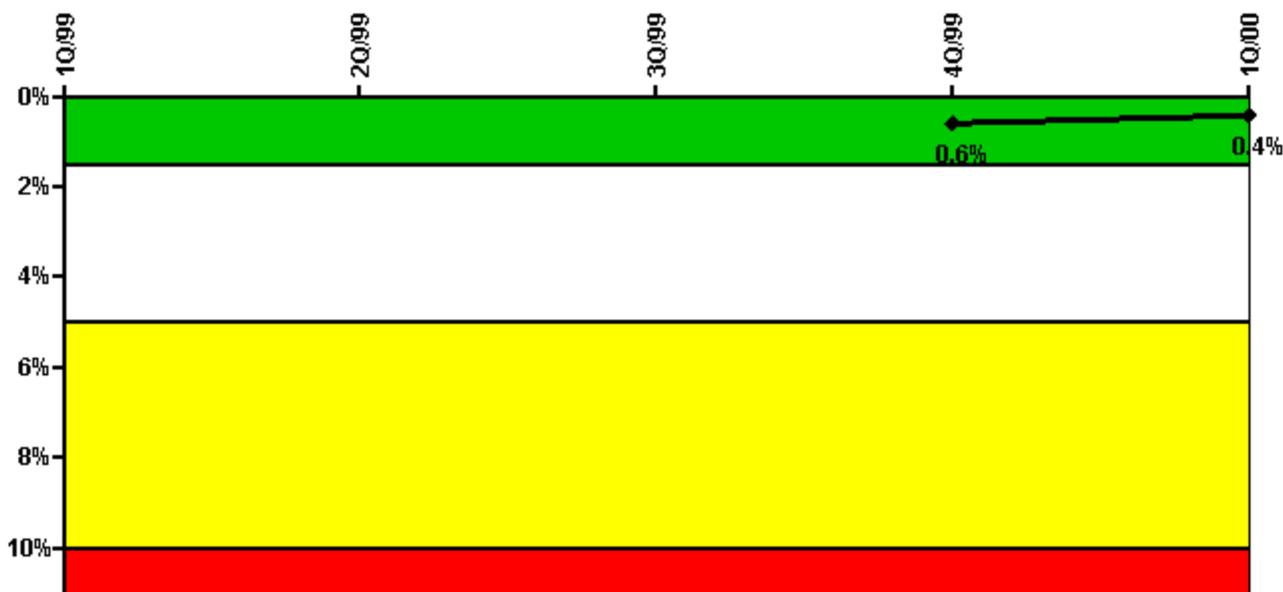
Thresholds: White > 2.0% Yellow > 6.0% Red > 12.0%

Notes

Safety System Unavailability, Heat Removal System (AFW)	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Train 1					
Planned unavailable hours	10.20	2.07	0	1.30	1.38
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	2160.00	2183.00	2208.00	2023.83	2184.00
Train 2					
Planned unavailable hours	1.50	2.62	2.77	1.46	1.73
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	2160.00	2183.00	2208.00	2023.83	2184.00
Train 3					
Planned unavailable hours	2.60	3.40	3.30	0	9.95
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	2160.00	2183.00	2208.00	2023.83	2184.00
Indicator value				0.2%	0.2%

Licensee Comments: none

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	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Train 1					
Planned unavailable hours	2.22	0	0	1.00	7.50
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	2160.00	2183.00	2208.00	2209.00	2184.00
Train 2					
Planned unavailable hours	0.22	5.30	2.32	0	5.10
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	2160.00	2183.00	2208.00	2209.00	2184.00
Train 3					
Planned unavailable hours	0	0	0	8.42	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	2160.00	2183.00	2208.00	2209.00	2184.00
Train 4					
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	2160.00	2183.00	2208.00	2209.00	2184.00
Indicator value				0.6%	0.4%

Licensee Comments:

1Q/00: Current and historical data has been changed to reflect North Anna's unique design. Per NEI 99-02, Rev 0, Trains 1 & 2 reflect recirculation mode Low Head Safety Injection Systems while Trains 3 & 4 reflect shutdown cooling provided by the Residual Heat Removal System. The revision made to data since 1Q/97 had no affect on the Green indicator color assignment.

4Q/99: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

3Q/99: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

2Q/99: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

1Q/99: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

4Q/98: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

3Q/98: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

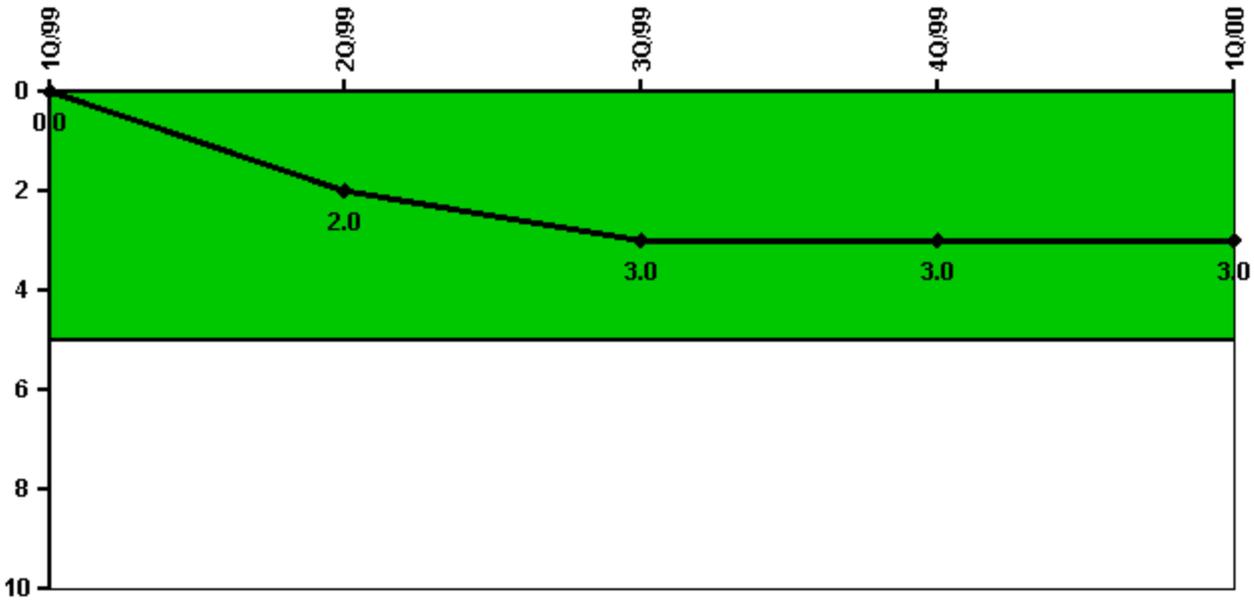
2Q/98: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

1Q/98: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

4Q/97: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

3Q/97: Current and historical data was revised to reflect North Anna's unique design. Trains 1 & 2 reflect post accident cooling as provided by the Low Head Safety Injection and Recirculation Spray systems. Trains 3 & 4 reflect decay heat removal as provided by the Residual Heat Removal system.

Safety System Functional Failures (PWR)



Thresholds: White > 5.0

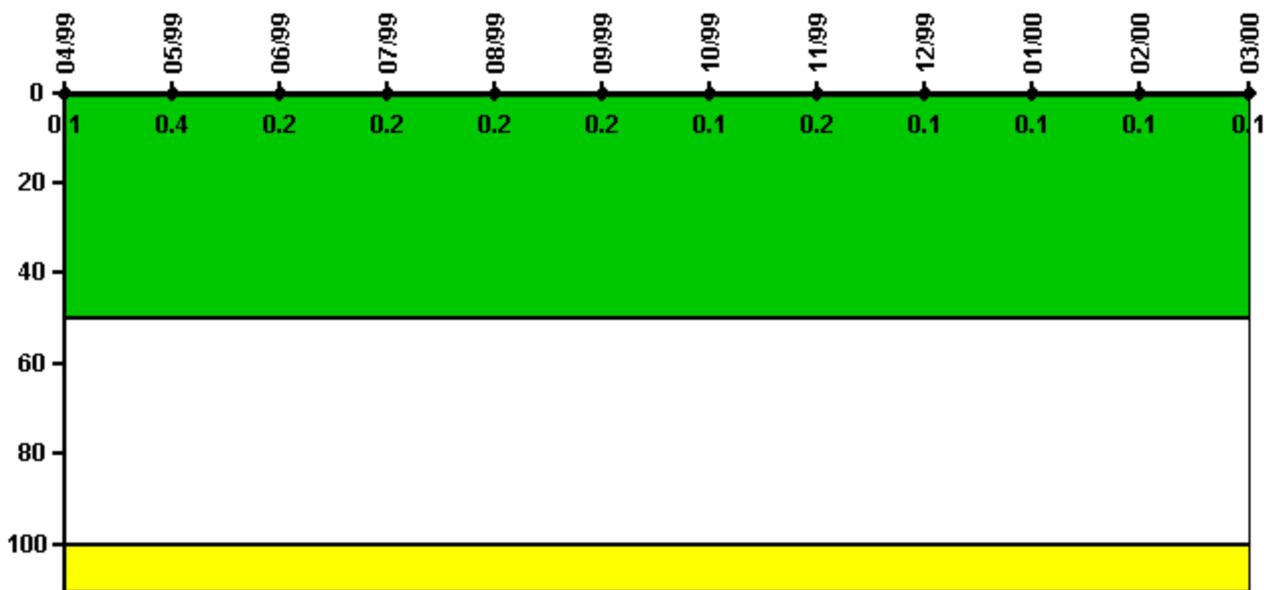
Notes

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

Licensee Comments:

3Q/99: Further review determined LER 99-006, dated 09-28-99, should be identified even though it was not included in the NRC Safety System Failure Database for 3Q/99

Reactor Coolant System Activity



Thresholds: White > 50.0 Yellow > 100.0

Notes

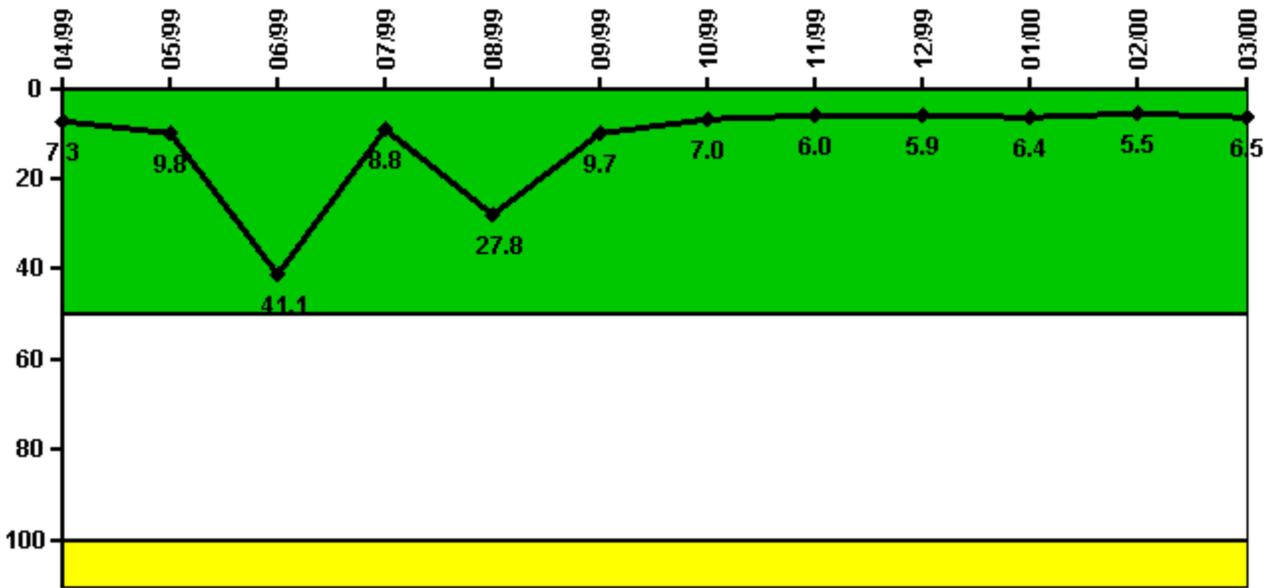
Reactor Coolant System Activity	4/99	5/99	6/99	7/99	8/99	9/99	10/99	11/99	12/99	1/00	2/00	3/00
Maximum activity	0.001190	0.003830	0.001880	0.001900	0.001930	0.001510	0.000940	0.002430	0.000830	0.000776	0.000896	0.000920
Technical specification limit	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Indicator value	0.1	0.4	0.2	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.1	0.1

Licensee Comments:

12/99: 12/1999 data revised to exclude non steady-state activity (U-2 Reactor Scram) defined in NEI 99-02, Rev 0. Data revision had no effect on the green indicator color.

9/99: 9/1999 data revised to exclude non steady-state activity (U-2 Shutdown for Refueling) defined in NEI 99-02, Rev 0. Data revision had no effect on the green indicator color assignment.

Reactor Coolant System Leakage



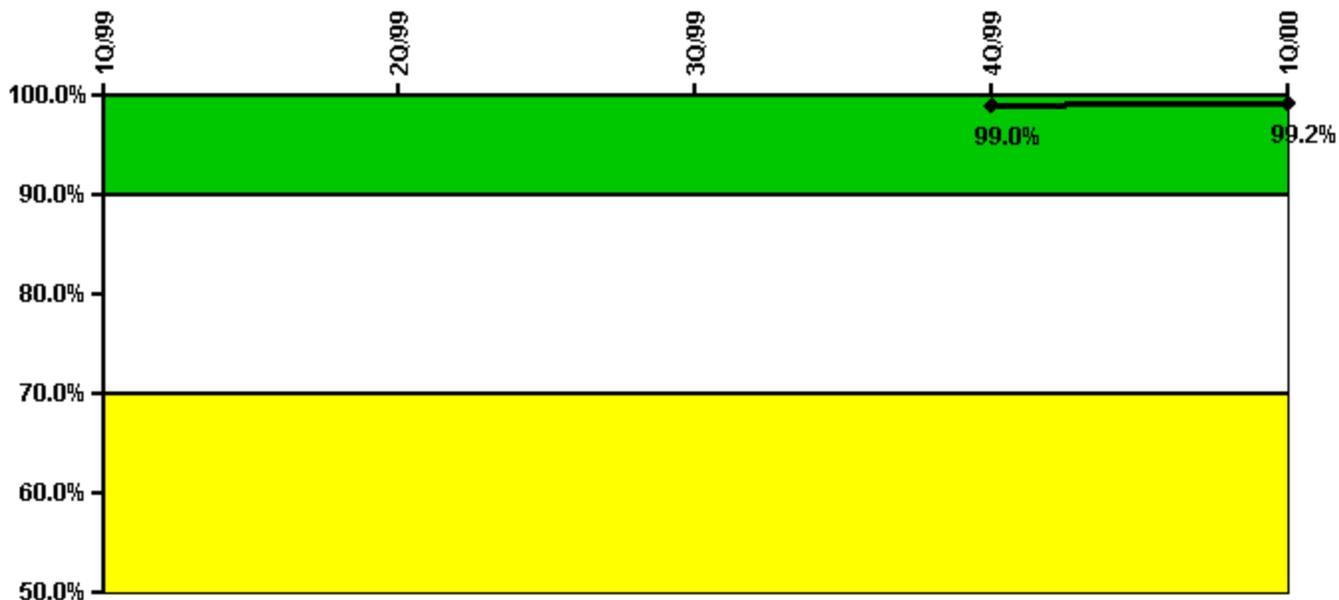
Thresholds: White > 50.0 Yellow > 100.0

Notes

Reactor Coolant System Leakage	4/99	5/99	6/99	7/99	8/99	9/99	10/99	11/99	12/99	1/00	2/00	3/00
Maximum leakage	0.730	0.981	4.110	0.881	2.780	0.969	0.696	0.604	0.590	0.644	0.549	0.646
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	7.3	9.8	41.1	8.8	27.8	9.7	7.0	6.0	5.9	6.4	5.5	6.5

Licensee Comments: none

Drill/Exercise Performance



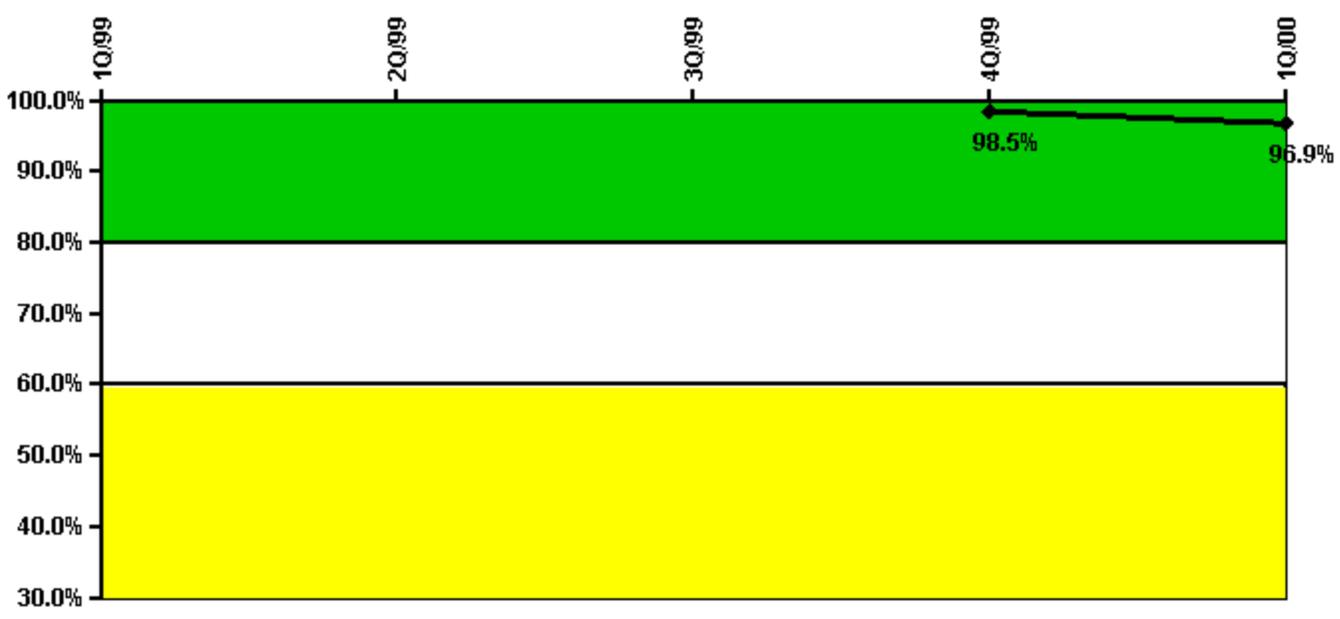
Thresholds: White < 90.0% Yellow < 70.0%

Notes

Drill/Exercise Performance	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Successful opportunities	0	10.0	0	78.0	25.0
Total opportunities	0	10.0	0	78.0	25.0
Indicator value				99.0%	99.2%

Licensee Comments: none

ERO Drill Participation



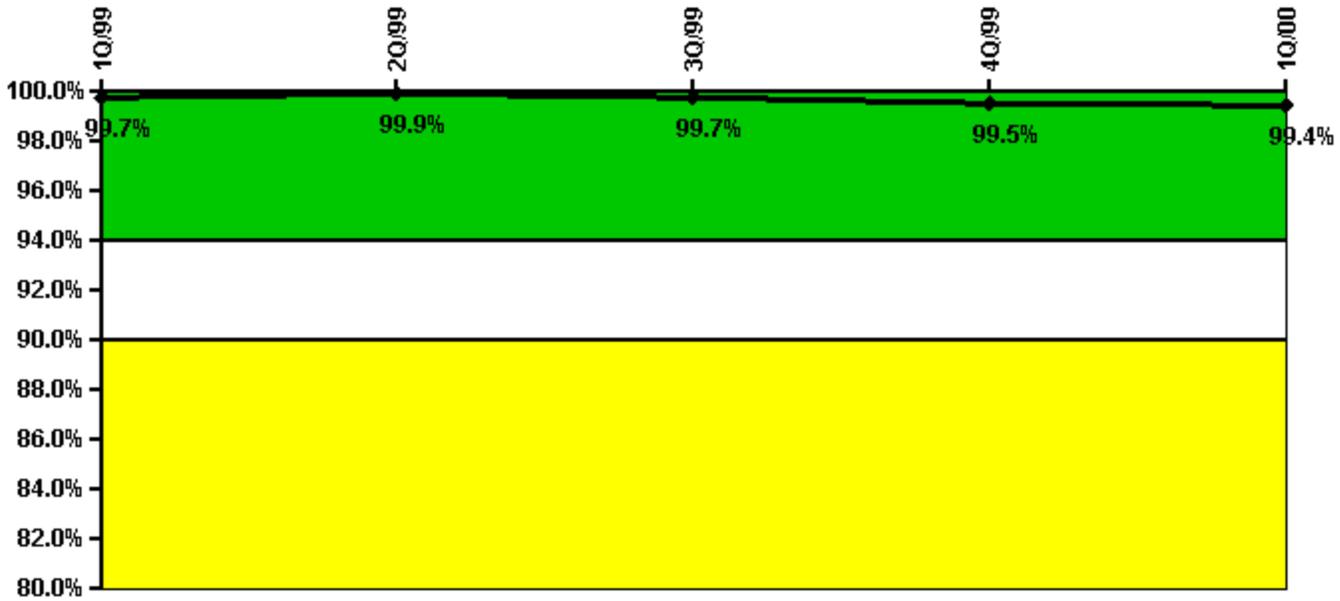
Thresholds: White < 80.0% Yellow < 60.0%

Notes

ERO Drill Participation	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Participating Key personnel				128.0	125.0
Total Key personnel				130.0	129.0
Indicator value				98.5%	96.9%

Licensee Comments: none

Alert & Notification System



Thresholds: White < 94.0% Yellow < 90.0%

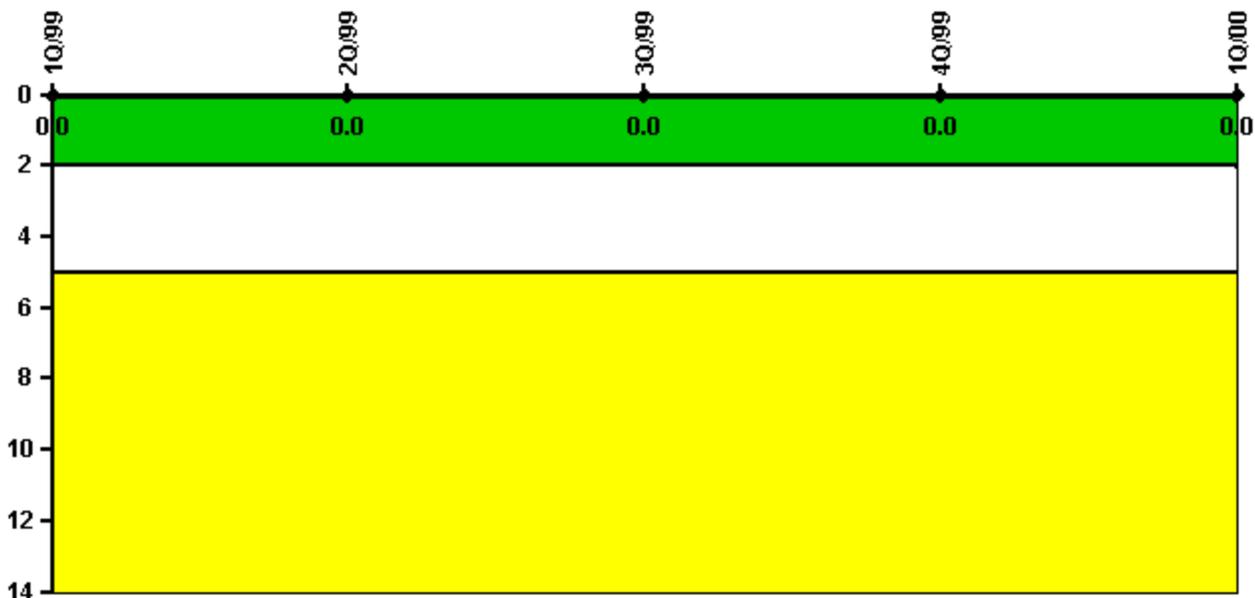
Notes

Alert & Notification System	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
Successful siren-tests	383	385	382	382	382
Total sirens-tests	385	385	385	385	385
Indicator value	99.7%	99.9%	99.7%	99.5%	99.4%

Licensee Comments:

1Q/00: 1/2000 data revised to exclude 55 sirens included in a non-routine, unscheduled, Y2K siren poll. Deletion of these 55 sirens from the total number had no effect on the "green" indicator.

Occupational Exposure Control Effectiveness



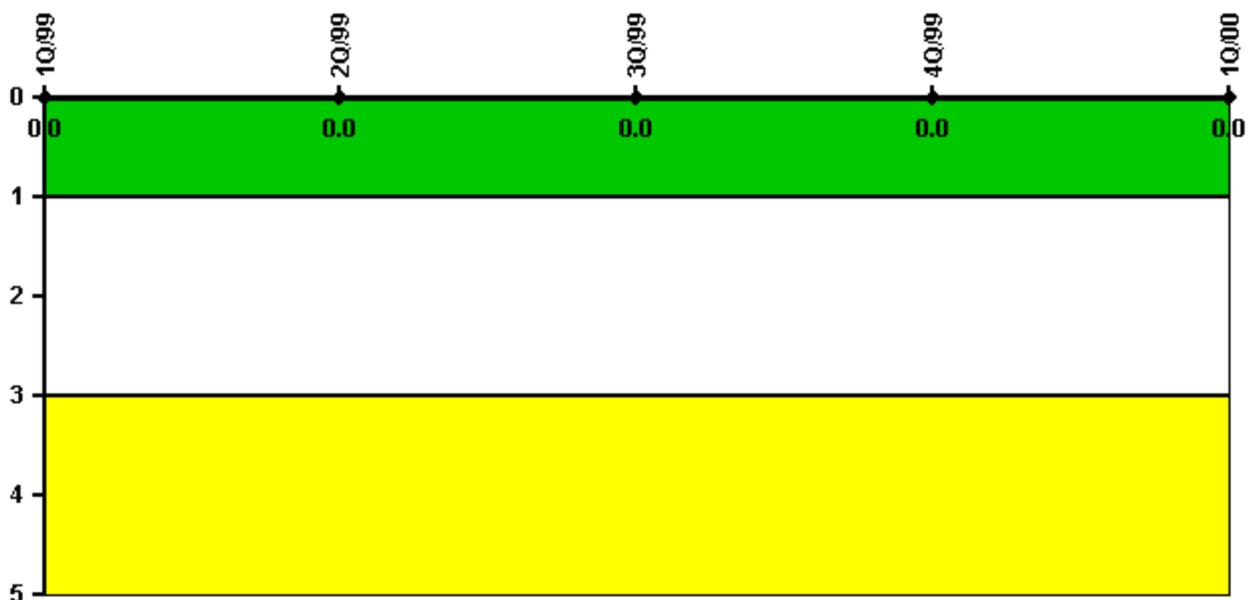
Thresholds: White > 2.0 Yellow > 5.0

Notes

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



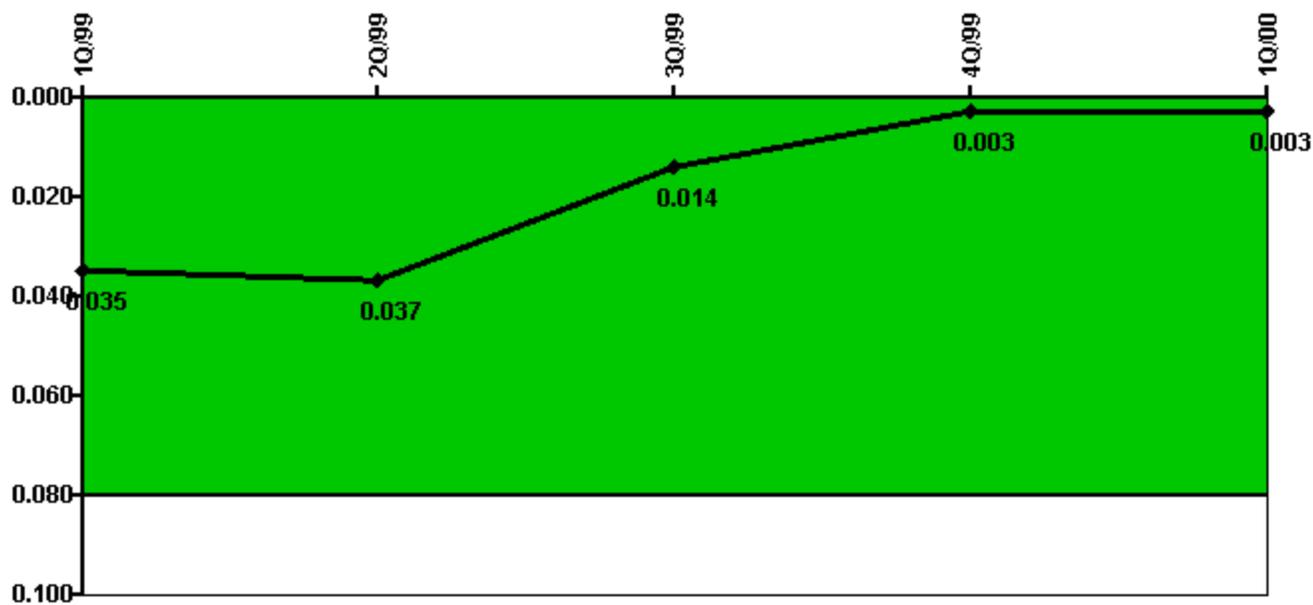
Thresholds: White > 1.0 Yellow > 3.0

Notes

RETS/ODCM Radiological Effluent	1Q/99	2Q/99	3Q/99	4Q/99	1Q/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

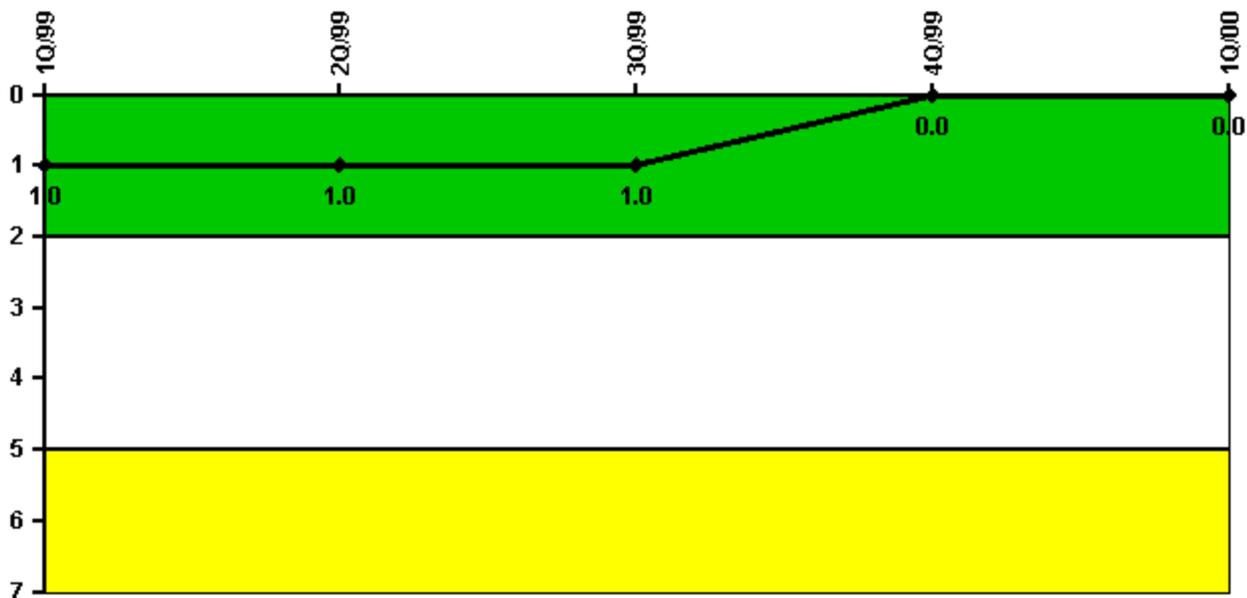
Notes

Protected Area Security Performance Index	1Q/99	2Q/99	3Q/99	4Q/99	1Q/00
IDS compensatory hours	12.00	38.00	0	5.00	5.00
CCTV compensatory hours	0	0	0	0	0
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	0.035	0.037	0.014	0.003	0.003

Licensee Comments:

1Q/00: NAPS has 1 CCTV which is used during outages only. Data reflects 617.7 hrs. of CCTV operation during the quarter.

Personnel Screening Program



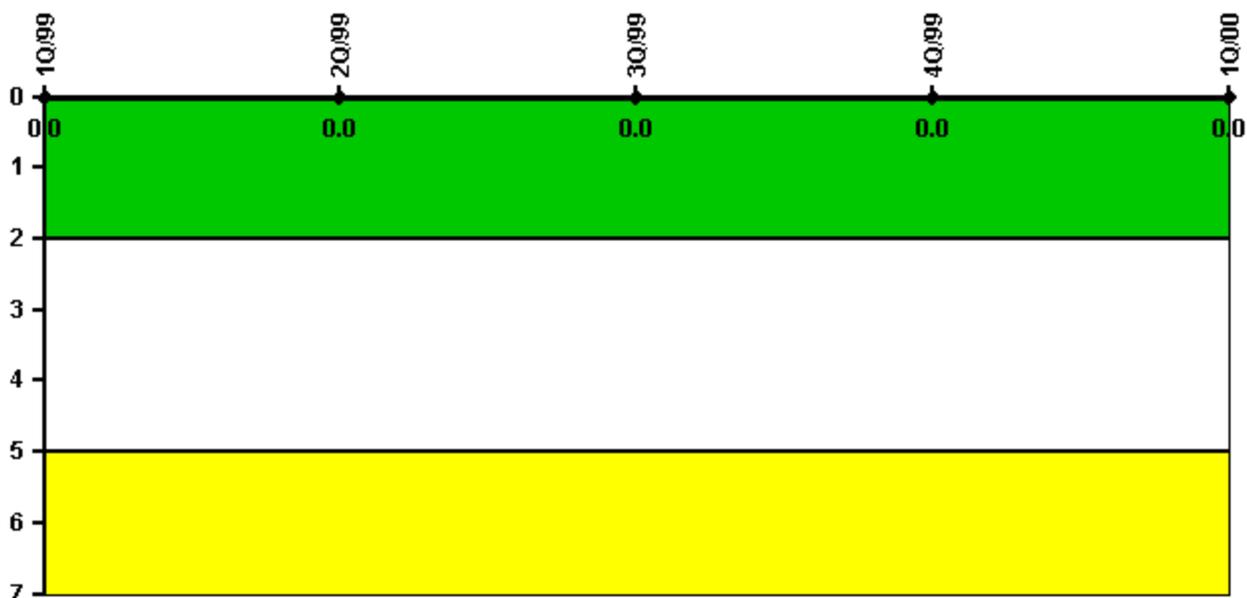
Thresholds: White > 2.0 Yellow > 5.0

Notes

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

Licensee Comments: none

FFD/Personnel Reliability



Thresholds: White > 2.0 Yellow > 5.0

Notes

FFD/Personnel Reliability	1Q/99	2Q/99	3Q/99	4Q/99	1Q/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