

FEB 28 2005
LR-N05-0111



U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

**RETRACTION OF LER 354/04-011-00
HOPE CREEK GENERATING STATION
FACILITY OPERATING LICENSE NO. NPF-57
DOCKET NO. 50-354**

Licensee Event Report (LER) 354/04-011-00 titled "Control Room Emergency Filtration Inoperable Longer Than Technical Specification Allowed Outage Time" was submitted on December 20, 2004, pursuant to the requirements of 10CFR50.73(a)(2)(i)(B). This LER reported that on October 21, 2004, the 'A' control room emergency filtration (CREF) train tripped on low flow during loss of offsite power (LOP)/loss of coolant accident (LOCA) surveillance testing of the 'C' emergency diesel generator (EDG). As a result, the 'A' CREF train was declared inoperable. At the time of the event, the most probable cause of the 'A' CREF train tripping on low flow was an improperly tuned fan flow control loop. A review of the 'B' CREF train fan flow control loop was performed and determined that the 'B' train fan flow controller had similar settings and was conservatively declared inoperable. The 'B' CREF train fan flow controller was tuned and tested satisfactorily to meet LOP/LOCA conditions. At the time of the issuance LER 354/04-011-00, the 'A' CREF train had been disassembled for maintenance and further troubleshooting into the cause of the low fan flow trip could not be completed. On December 20, 2004, LER 354/04-011-00 was submitted for operating the plant in a Technical Specification (TS) prohibited condition since the last adjustment of the fan flow controllers had occurred beyond the allowed outage time of TS 3/4.7.2.

Upon restoration of the 'A' CREF train from maintenance, additional troubleshooting was performed on the fan flow controller. This troubleshooting revealed a degraded control board that was impacting the performance of the 'A' fan flow controller. The controller was repaired, tuned and tested satisfactorily.

With the restoration of the 'A' CREF train and the discovery of the degraded control board, the 'B' CREF train was taken out of service to determine if the fan flow controller would have functioned properly with the as-found controller settings. This testing revealed that the 'B' CREF train operated satisfactorily with the as-found fan flow

IE22

FEB 28 2005

controller settings. Therefore, the 'B' CREF train was not inoperable during the period of concern.

Since the 'A' CREF train failure during surveillance testing was determined to be the result of the degraded control board and not the improper adjustment of the fan flow controller, the failure of the 'A' CREF train is assumed to have occurred at the point of the surveillance test in accordance with the guidance of NUREG-1022. Since the proper actions were taken in accordance with the Hope Creek TS at the time of the failure of the 'A' CREF train on October 21, 2004, no TS prohibited condition existed. Based on the above, LER 354/04-011-00 is being retracted.

If you have any questions regarding this submittal, please contact Brian Thomas at 856-339-2022.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Massaro". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael J. Massaro
Plant Manager -- Hope Creek

C Mr. S. Collins, Administrator - Region I
U. S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

Mr. D. Collins, Licensing Project Manager – Salem & Hope Creek
U.S. Nuclear Regulatory Commission
One White Flint North
Mail Stop O8C2
Washington, DC 20555-001

USNRC Senior Resident Inspector - HC (X24)

Mr. K. Tosch, Manager IV
Bureau of Nuclear Engineering
PO Box 415
Trenton, NJ 08625

LER File 3.7