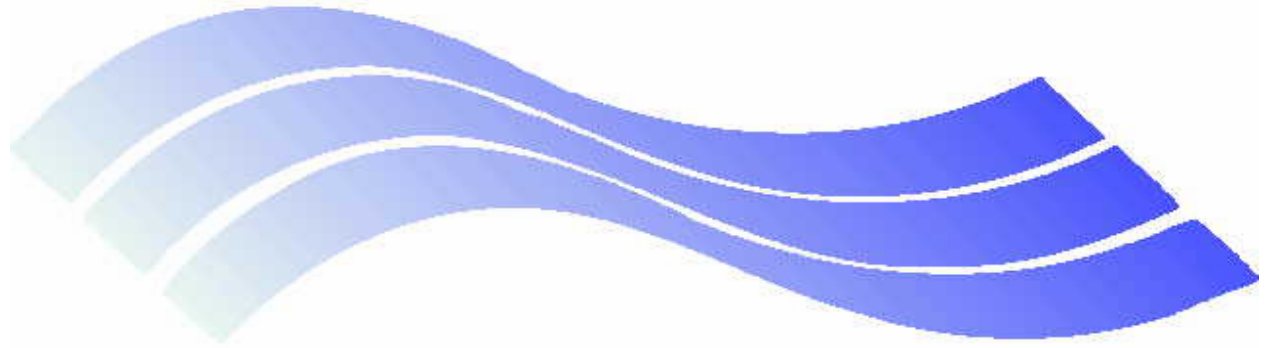


SACRAMENTO METROPOLITAN



AIR QUALITY
MANAGEMENT DISTRICT

Stationary Internal Combustion Engine
Policy Manual

January 1, 2001

Updated: November 2001, September 2002, December 2003, July, 2004,
December 2005, December 2006, December 2007 (finalization - pending)

Internal Combustion Engines

A. DESCRIPTION

This chapter covers the permitting of stationary internal combustion (IC) engines. Most of these engines are used to generate electric power, to pump gas or other fluids, or to compress air for pneumatic machinery.

B. APPLICATIONS

1. Application Requirements

- a. Stationary and portable internal combustion engines with a manufacturer's maximum continuous rating of more than 50 brake horsepower are required to obtain a permit (Rule 201, §112.1) unless the IC engine is registered (an application submittal does not suffice) with the California Air Resources Board's (CARB) Portable Equipment Registration Program (please note that portable equipment registration is not valid if the equipment is being utilized at a stationary source subject to local permitting requirements except in very limited cases or is proposed for use at a site greater than 12 months).
- b. Any person installing, altering or replacing an IC engine rated at more than 50 hp is required to obtain an Authority to Construct (ATC) prior to commencing construction (Rule 201, §301) unless the IC engine is registered with the California Air Resources Board (CARB) as a portable engine.
- c. Any person operating an IC engine rated at more than 50 hp shall obtain a Permit to Operate (Rule 201, §302) unless the IC engine is registered with the California Air Resources Board (CARB) as a portable engine.
- d. Each IC engine > 50 hp will be permitted individually (one permit per engine).
- e. An IC engine that is directly coupled to industrial process equipment (other than generators) will be permitted with the process.

2. Data Forms

The following forms must be completed by the person submitting an application (these forms are used by the District to characterize the type of process, size, flow rates, abatement devices, and exhaust stacks of the system):

Form G100: Application for Authority to Construct and/or Permit to Operate (2 pages)

Form G101: General Information Form

Form ICE100: Internal Combustion Engines Form

3. Additional Information/Forms

- a. EPA/ARB emissions certification data and/or manufacturer's literature, emission source test results from the same type of engine design, horsepower, fuel, etc. if available. If these data are not available, the applicant may be required to source test the engine and demonstrate compliance with the applicable standards prior to obtaining the Permit to Operate.
- b. Site plan and plot plan, with dimensions, showing location of engine.

C. COMPLETENESS

The following information is needed to make this determination:

1. The applicable Authority to Construct or initial permit fee must be paid (see Section D below).
2. The data forms listed in Section B2 above must be completely filled out by the applicant. In addition, other information requested in Section C3 must be submitted when applicable.
3. Any additional information needed to calculate the emissions from the engine, and to quantify emissions from the proposed source(s) of offsets (if applicable).
4. Any additional information needed to complete a health risk assessment, if applicable.

D. FEES

1. New IC Engines

Every applicant for an Authority to Construct a new IC engine shall pay the Authority to Construct fee, which is at least one half of the estimated initial permit fee upon filing the application. The other half of the initial permit fee must be paid prior to obtaining the Permit to Operate.

- Prime Power Use: Use **Schedule 7** (see Rule 301, Section 308.8). Fees are based on the total rated horsepower of the engine. Use the Initial Permit Fee Column for new installations or equipment not previously permitted.
- Emergency Stand-by Use: For IC engines used exclusively for emergency stand-by applications, use:
 - **Schedule 7** (see Rule 301, Section 308.8) for engines rated at less than 250 hp.
 - **Schedule 9** (see Rule 301, Section 308.10) for engines rated at 250 hp or more.

2. Modifications Which do not Affect the Horsepower Rating of an IC Engine:

When an application is filed for a revision of conditions on a Permit to Operate or any alteration or addition, but no increase or change is made to the hp rating of the IC engine, the applicant shall pay a permit fee based on Rule 301, Section 306.2.

3. Modifications Which do Affect the Horsepower Rating of an IC Engine:

For modifications of permitted equipment resulting in an increase in horsepower, the fee is assessed in accordance with fee schedule 7 (Rule 301, Section 308.8), based on the incremental increase in horsepower resulting from such change (see Rule 301, Section 306.1).

4. Previously Exempt IC Engines:

Every applicant requesting a Permit to Operate for an IC engine that was exempt from obtaining a permit when installed (i.e. installed prior to 2/26/91 and having a displacement of less than 976 cubic inches or fired on gaseous fuels only) but required to obtain a permit as per the 2/26/91 changes to Rule 201, shall pay the estimated initial permit fee plus permit renewal fees for each year of operation in violation of Rule 201, to a maximum of three years.

In addition, prior to January 1, 2004, engines used in agricultural operations were exempt from permitting requirements. Engines used in agricultural operations now subject to permitting requirements pursuant to SB700 are required to obtain a permit by January 1, 2005. Applications received after January 1, 2005 will be subject to back fees as listed above.

- Prime Power Use: Use **Schedule 7** (see Rule 301, Section 308.8). Fees are based on the total rated horsepower of the engine. Use the Initial Permit Fee Column for new installations or equipment not previously permitted.
- Emergency Stand-by Use: For IC engines used exclusively for emergency stand-by applications, use:
 - **Schedule 7** (see Rule 301, Section 308.8) for engines rated at less than 250 hp.
 - **Schedule 9** (see Rule 301, Section 308.10) for engines rated at 250 hp or more.

5. IC Engines Installed Without an Authority to Construct:

As per Section 302.1 of Rule 301, any person installing/operating regulated equipment without obtaining a permit from the SMAQMD first, will be required to pay permit renewal back fees for each year of unpermitted operation, to a maximum of 3 years, in addition to the initial permit fee.

E. REGULATIONS

IC Engines operating within the jurisdiction of the SMAQMD may be subject to some or all of the following rules and regulations. The type of operation, size of source, potential to emit, and other factors will dictate which rules are appropriate for a particular IC engine application. Other rules may also apply.

1. SMAQMD Rules and Regulations (please refer to the actual rules for applicability and compliance determinations):

- a. Rule 102 -- Circumvention:
This rule makes it unlawful for a person to circumvent any applicable section of the SMAQMD rules and regulations.
- b. Rule 201 -- General Permit Requirements:
This rule provides an orderly procedure for the review of new or modified sources of air pollution and operation of existing sources through the issuance of permits.
- c. Rule 202 -- New Source Review:
The purpose of this rule is to provide for the review of new and modified stationary sources of air pollution and to provide mechanisms, including emissions offsets and BACT, by which authorities to construct such sources may be granted without interfering with the attainment or maintenance of ambient air quality standards.
- d. Rule 207 -- Title V - Federal Operating Permit Program:
This rule establishes an operating permit program consistent with the requirements of Title V of the 1990 Clean Air Act Amendments and 40 CFR, Part 70.
- e. Rule 209 -- Limiting Potential to Emit:
The purpose of this rule is to eliminate the need for small stationary sources to obtain a Title V operating permit pursuant to Rule 207.
- f. Rule 210 -- Synthetic Minor Source Status:
The purpose of this rule is to allow owner and operators of stationary sources that would otherwise be major stationary sources to request and accept enforceable emissions limits sufficient to maintain the facility's potential to emit below major source thresholds.
- g. Rule 301 -- Permit Fees - Stationary Source:
The purpose of this rule is to establish fees to be charged to owners/operators of a stationary source to obtain a permit.
- h. Rule 306 -- Air Toxics Fees:
This rule establishes fees to be charged stationary sources subject to the Air Toxics "Hot Spot" Information and Assessment Act (H&S Code, § 44300)

- i. Rule 401 -- Ringelmann Chart:
This rule limits the discharge of air contaminants into the atmosphere by limiting visible emissions.
- j. Rule 402 -- Nuisance:
The purpose of this rule is to protect the public's health and welfare from the emissions of air contaminants which constitute a nuisance.
- k. Rule 406 -- Specific Contaminants:
This rule limits emissions of sulfur compounds and combustion contaminants through establishment of emission concentration limitations.
- l. Rule 412 -- Stationary IC Engines Located at Major Stationary Sources of NOx:
This rule limits NOx, CO, and ROCs emissions from stationary, non-emergency, IC engines located at a major stationary source of NOx.
- m. Rule 420 -- Sulfur Content of Fuels:
This rule limits the sulfur content of gaseous and liquid fuels.

2. State & Federal Requirements

- a. California Health & Safety Code, Part 6 (commencing with section 44300) -- Air Toxics "Hot Spots Information and Assessment Act of 1987:
Facilities subject to this requirement must identify and quantify emissions of toxic air contaminants. Facilities posing a potential health risk to the public must prepare a health risk assessment and if required, notify the public and implement a risk reduction plan.
- b. California Health & Safety Code §42301.6 -- Permit Approval: Powers & Duties of APCO:
Prior to approving an application for a permit to construct or modify a source which emits hazardous air pollutants, which source is located within 1,000 feet from a school site, the District must prepare a public notice. The notice must be sent to parent or guardians of children enrolled in any school located within 1/4 mile of the source and to each address within a radius of 1,000 feet of the source at least 30 days prior to taking final action on the application.
In addition, IC engines locating within 1,000 feet from a school will be required to reduce hazardous air pollutant emissions and their associated health risk to the maximum extent deemed practicable. This may include, but is not limited to, emissions limitations, stack height requirements, and hours of operation restrictions.
- c. California Health & Safety Code §41750 -- Portable Equipment Registration:
Engines meeting the definition of portable equipment may choose to participate in CARB's Portable Equipment Registration Program rather than obtaining permits from local air pollution control agencies throughout the state. A portable engine operating in Sacramento County must be registered pursuant to CARB's Portable Equipment Registration Program or have a valid Authority to Construct/Permit to Operate from the SMAQMD.
- d. State of California Air Toxic Control Measure for Stationary Compression Ignition Engines:
New and existing stationary engines are required to comply with the requirements of this Air Toxic Control Measure (ATCM). New engines will be permitted with conditions that meet or exceed the requirements of the ATCM. Existing engines will be subject to the requirements of the ATCM effective the dates established in the State ATCM.
- e. State of California Air Toxic Control Measure for Portable Diesel Fueled Engines:
New and existing portable non-road engines are required to comply with the requirements of this Air Toxic Control Measure (ATCM). New portable engines permitted by the District will be issued with conditions that meet the requirements of the ATCM. Existing SMAQMD permitted engines will be subject to the requirements of the ATCM effective the dates established in the final adoption of the State ATCM.
- f. 40 CFR Part 63, Subpart ZZZZ - National Emission Standard for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines:
This NESHAP affects stationary engines located at major sources of HAPs with a maximum rating greater than 500 hp. All affected units are required to comply with the NESHAP.

3. Other Requirements

There are other requirements that are applicable to IC engines. Although these requirements are not specifically found in any rule or regulation, they were derived from new source review (as part of BACT) or were required in order to make the permits enforceable. These requirements include but are not limited to:

- a. The engine shall be observed by SMAQMD staff annually, from a cold start, to verify compliance with the opacity limitation.
- b. The engine shall be equipped with a non-resetting hour meter capable of reading to 9,999 hours.
- c. The operator will be required to maintain records of operation. Date, purpose, duration and fuel deliveries. The total number of hours of operation per month, quarter, and per year will also need to be recorded.
- d. If emissions data is conflicting or not available, the District will require a source test to verify compliance with the applicable standards (i.e., BACT or T-BACT).
- e. The engine exhaust pipe cannot be equipped with a rain cap that would restrict vertical flow of exhaust gases.
- f. Engines located within 1000 feet of a K-12 school shall not operate for maintenance purposes between the hours of 7:30 AM and 4:30 PM on days when school is in session. Engines meeting an emissions standard of 0.01 g PM/hp-hr or less are not subject to this restriction. This requirement applies only to maintenance operation and in no way limits operation of the engine for emergency purposes or operation at the request of SMAQMD staff for the purposes of determining compliance with emissions limits.
- g. Engines located on the grounds of a K-12 school are further prohibited from maintenance operation during any school sponsored activity. This requirement applies only to maintenance operation and in no way limits operation of the engine for emergency purposes or operation at the request of SMAQMD staff for the purposes of determining compliance with emissions limits.
- h. Facilities with more than one engine or other equipment emitting air contaminants classified as toxic air contaminants shall be evaluated to demonstrate that the entire facility does not have the potential to exceed an excess cancer risk of 10 in one million (Toxics Policy). Risk shall be calculated pursuant to SMAQMD's Risk Assessment Policy.

F. STANDARDS AND REQUIREMENTS

The following standards and/or requirements must be met in order to obtain an Authority to Construct and/or a Permit to Operate:

1. Regulation 4 -- Prohibitory Rules:

- a. Rule 401, Section 301: Visible emissions may not exceed No. 1 on the Ringelmann Chart or 20% opacity for more than three minutes in any one hour.
- b. Rule 402, Section 301: A person cannot discharge pollutants which cause injury, detriment, nuisance or annoyance to any considerable number of persons or which endanger the comfort, repose, health or safety of any such person, or which may cause damage to business or property.
- c. Rule 406, Section 301: Sulfur compounds at point of discharge shall not exceed 0.2% by volume calculated as sulfur dioxide.
- d. Rule 406, Section 302: Combustion contaminant concentration at point of discharge shall not exceed 0.1 grains per dry standard cubic foot of gas, corrected to 12% carbon dioxide.
- e. Rule 420, Section 301: Gaseous fuels shall have a sulfur content not to exceed 50 grains per 100 cubic feet of gaseous fuel calculated as hydrogen sulfide at standard conditions. Liquid or solid fuels shall have a sulfur content not to exceed 0.5% by weight. Standard CARB diesel complies with this requirement at 0.05% sulfur by weight.

2. Nuisance -- Toxics Review and T-BACT:

When performing a health risk analysis for a standby IC engine, the maximum annual emissions used in the model shall be determined using the permitted emission rate multiplied by the

maximum annual maintenance hours. Annual emission will then be divided evenly across the year to establish a gram per second emission rate.

2. Nuisance (cont):

a. Diesel:

Diesel particulate matter (PM) has been identified as a non-threshold carcinogen by the Office of Environmental Health Hazard Assessment (OEHHA). The SMAQMD has utilized the California Air Resources Board (CARB) Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines and the State of California Air Toxic Control Measure for Stationary Compression Ignition Engines in establishing the following guidelines.

Standby IC engines fired on diesel:

Any new standby IC engine fired on diesel fuel or jet fuel must meet a PM emission rate of 0.15 g/hp-hr or less and limit their maintenance operation to 50 hours per year¹ pursuant to the State of California ATCM. This includes direct-drive fire pump engines complying with the table in section F.3.b.I. Direct-drive fire pump engines complying with the requirements of the table in section F.3.b.II shall limit their maintenance operation to the number of hours necessary to comply with the testing requirements of the National Fire Protection Association (NFPA) 25. The MOU issued by the State of California ARB on the operation included under NFPA 25 is included herein by reference.

Newly permitted engines installed prior to January 1st, 2001 and engines less than 175 hp installed prior to July 1, 2004 not meeting 0.15 g/bhp-hr for PM will be required to emit an emissions level that results in a maximum excess cancer risk of no more than 1 in one million. In addition, the engines will be subject to the maintenance hour restrictions as established in the State of California ATCM.

¹Engines meeting 0.01 g/hp-hr or less will be allowed up to 100 hrs/year for maintenance.

Prime power IC engines fired on diesel: In accordance with the guidance document, non-standby IC engines fired on diesel fuel or jet fuel are required to meet a PM emission level of no more than 0.01 g/hp-hr or all of the following:

- PM emissions level of 0.15 g/hp-hr or less (before addition of catalyst based DPF)
- Very low-sulfur CARB diesel (≤ 15 ppmw)
- Catalyst based DPF or equivalent.

b. Natural gas or Propane/LPG Fuels:

The emissions unit and/or stationary source must comply with the District's Risk Management Procedure. Engines exceeding an excess cancer risk of 1 in one million (1E-6) or exceeding a hazard index of 1 for acute or chronic health risk must meet Toxic Best Available Control Technology (T-BACT).

Standby IC engines fired on natural gas or propane/LPG: T-BACT for standby IC engines fired on natural gas or propane/LPG is a 3-way catalyst and an air-to-fuel ratio controller.

Non-Standby IC engines fired on natural gas or propane/LPG: T-BACT for non-standby IC engines fired on natural gas or propane/LPG is an ROC emissions rate not to exceed 0.15 g/hp-hr.

c. Other fuels:

T-BACT is the most effective emission limitation or control technique which has been achieved in practice for such permit unit category or class of source; or any other emission limitation or control technique, including process and equipment changes of basic and control

equipment, found by the APCO to be technologically feasible for such class or category of sources, or for a specific source.

3. New Source Review -- BACT

a. Applicability:

Rule 202, Section 301, requires that any new or modified emissions unit which results in an increase in potential quarterly emissions for any affected pollutant having the potential to emit at levels exceeding those specified below, must apply Best Available Control Technology (BACT) for that pollutant. **Previously exempt units obtaining a Permit to Operate are exempt from BACT requirements (i.e. IC engines installed prior to 2/26/91 and having a displacement of less than 976 in³).**

Pollutant	BACT Trigger Level
ROC	10 lb/day
NOx	10 lb/day
SOx	10 lb/day
PM10	10 lb/day
CO	550 lb/day

b. BACT Determinations:

The District's current BACT standards for IC engines are outlined below. The District may require a different technology/standard as BACT pursuant to Rule 202, Section 207.1b.

I. Emergency Diesel Standby IC Engines (except for direct-drive fire pump engines⁴):

Engine Size	Date Application Deemed Complete ¹					
	Requirements prior to July 1, 2008			After July 1, 2008 ²		
	NO _x +HC (NMHC)	CO	PM ₁₀	NO _x +HC (NMHC)	CO	PM ₁₀
	All emission factors in g/bhp-hr					
> 50 hp < 100hp	5.6	3.7	< 0.15 ³	3.5	3.7	< 0.15 ³
≥ 100 hp < 175 hp	3.0	3.7	< 0.15 ³	3.0	3.7	< 0.15 ³
≥ 175 hp < 750 hp	3.0	2.6	< 0.15	3.0	2.6	< 0.15
≥ 750 hp	4.8	2.6	< 0.15	4.8	2.6	< 0.15

SO_x BACT is use of diesel fuel with < 0.0015% sulfur by weight for all engine sizes.

NOTE: For BACT, the District standards follow the change in federal non-road engine standards 6 months after they go into affect to ensure availability of engines. Note footnote ² below for an exception based on manufacture year.

¹ As of July 1, 2004, BACT for all new engines and engines installed without receiving an A/C will be subject to the standards in effect at the time the application is deemed complete.

² The 2006 and future standards are based on Federal non road emission standards and new State of California ATCM requirements. Limits will be updated as needed due to future changes in federal requirements. Effective January 1, 2006, an engine is required to meet the standards in effect at the date of manufacture pursuant to the State of California Air Toxic Control Measure. Example - a 2006 manufactured engine is required to meet the standards even if applied for prior to the six month availability time allotted by the SMAQMD.

³ Based on the California Air Toxic Control Measure requirements, BACT can not be less stringent.

⁴ Direct-drive fire pump engines that choose to comply with table I may be allowed greater hours of operation for maintenance purposes than as allowed below, see section F.2.a.

II. Emergency Diesel Direct-Drive Fire Pump Engines):

Engine Size	Date Application Deemed Complete ¹							
	Requirements prior to January 1, 2009					After January 1, 2009 ²		
	NO _x	ROC	NO _x +HC (NMHC)	CO	PM ₁₀	NO _x +HC (NMHC)	CO	PM ₁₀
	All emission factors in g/bhp-hr							
> 50 hp < 100hp	NA	NA	5.6	3.7	<0.3 ³	5.6	3.7	< 0.15
≥ 100 hp < 175 hp	NA	NA	4.9	3.7	< 0.22 ³	4.9	3.7	< 0.15
≥ 175 hp < 300 hp	NA	NA	4.9	2.6	< 0.15	3.0	2.6	< 0.15
≥ 300 hp < 750 hp	NA	NA	4.8	2.6	< 0.15	3.0	2.6	< 0.15
≥ 750 hp	6.9	1.0	NA	8.5	< 0.15	4.8	2.6	< 0.15

SO_x BACT is use of diesel fuel with < 0.05% sulfur by weight for all engine sizes.

¹ As of July 1, 2004, BACT for all new engines and engines installed without receiving an A/C will be subject to the standards in effect at the time the application is deemed complete.

² The 2006-2009 standards are based on Federal non road emission standards and the new State of California ATCM extension for direct-drive fire pump engines. Limits will be updated as needed due to future changes in federal requirements.

³ These are BACT limits; please refer to section F.2.a for toxics and T-BACT requirements.

III. Emergency Gaseous Fuel Fired Standby IC Engines:

Pollutant	BACT Standard
ROC, NO _x & CO	3-Way Catalyst with an air-to-fuel ratio controller Apply a control factor of 85% for both NO _x and CO emissions, and 50% for ROC, unless emissions are less than 10 lb/day and BACT is not triggered.

IV. Non Emergency IC Engines:

Pollutant	BACT Standard
ROC	0.15 g/hp-hr
NO _x	0.15 g/hp-hr
CO	0.6 g/hp-hr
PM10 ^A	0.01 g/hp-hr and fuel with ≤ 15 ppm sulfur by weight
SO _x ^A	fuel with ≤ 15 ppm sulfur by weight

^A Applicable to diesel fuel only

4. New Source Review -- Emission Offsets

- a. Emergency IC engines, as defined in Rule 202, Section 110, are not required to provide offsets regardless of emissions. However, emissions from emergency IC engines count toward the facility cumulative emissions increase and may cause the facility to trigger offset requirements in future permit actions (e.g. when adding a new emissions unit).
- b. Non-emergency IC engines must provide emissions offsets for new or modified stationary sources where the cumulative emission increase for the facility exceeds the following levels (Rule 202, §302):

Pollutant	Pounds/Quarter
Reactive Organic Compounds (ROC)	5,000
Nitrogen Oxides (NO _x)	5,000
Sulfur Oxides (SO _x)	13,650
PM10	7,500
Carbon Monoxide (CO)	49,500

5. New Source Review -- Public Notification

Prior to approving and Authority to Construct application for a new or modified stationary source or emissions unit which has an increase in potential to emit exceeding any of the following limits, the District must submit a preliminary decision to CARB and EPA for review and publish the preliminary decision soliciting public review and comment at least 30 days prior to final action on the application.

Pollutant	Pounds/Quarter
Reactive Organic Compounds (ROC)	5,000
Nitrogen Oxides (NOx)	5,000
Sulfur Oxides (SOx)	13,650
PM10	7,500
Carbon Monoxide (CO)	49,500

6. New Source Review -- California Environmental Quality Act (CEQA)

The SMAQMD has developed a comprehensive permitting CEQA Guidance document. Project reviews conducted in accordance with the policy manuals contained therein (including this manual) have been determined to meet the CEQA criteria of ministerial and do not require additional CEQA review.

In the event a project falls outside the scope of this policy manual (for example a new BACT determination or other situation already described within the CEQA guidance document), the project shall follow the steps for CEQA review as detailed in the guidance document.

G. CALCULATING EMISSIONS

1. Emission Factors

- a. Procedure: In general, there are four sources for emission factors:
- Manufacturer's Emissions Data (e.g. EPA/ARB non-road certifications)
 - CARB data approved as part of the stationary or portable engine ATCM.
 - Source test data for the subject engine, or engine family test data.
 - EPA Document AP-42, *Compilation of Air Pollutant Emission Factors*, Chapter 3

When available, the district will use manufacturer's emissions data for calculating emissions. However, except as provided in section "b" below, if the manufacturer's emissions data show emissions levels lower than BACT, emissions will be calculated based on BACT levels. If BACT is triggered, emissions will be based on BACT emission levels. In all cases, the best data will be used to calculate emissions and determine compliance with applicable emission standards.

If the data cannot be used to demonstrate compliance with the BACT emissions rate, the applicant will be required to perform a source test to verify compliance with the applicable standard.

- b. Emission Factors Lower than BACT Emission Rates: An emission factor lower than the established BACT emissions rate may be accepted by the District provided the applicant:
- Makes the request in writing
 - Is willing to accept the proposed levels as enforceable emission limits
 - If required, will source test to verify compliance with the proposed emission levels and may be required to perform ongoing testing.

This may be desirable option to applicants wishing to maintain facility-wide emissions below the offset trigger levels. Source testing if conducted shall be made at the appropriate load(s) to establish the maximum potential to emit and shall be an enforceable limit.

c. AP-42 Emission Factors:

Fuel Type	Engine Type	Emission Factor (g/hp-hr)				
		NOx	CO	ROC	SOx	PM ₁₀
Diesel	Up to 600 hp	14.06	3.0	1.14	0.1645	1.00
	Greater than 600 hp	10.86	2.5	0.32	0.1645	0.318
Gasoline	All	4.99	199.13	9.79	0.1645	0.327
Natural Gas	2-Cycle Lean Burn	10.89	1.5	0.43	0.002	0.152
	4-Cycle Lean Burn	11.79	1.6	0.721	0.002	0.152
	4-Cycle Rich Burn	9.98	8.62	.14	0.002	0.152

Lacking other data, AP-42 values will be used to determine BACT applicability. If BACT requirements are triggered, then the equipment will be required to comply with the applicable BACT standards.

2. Emission Calculations

- a. Emissions are calculated based on potential to emit. Potential to emit is the worst-case (most polluting) scenario under which the IC engine can operate, taking into consideration physical constraints and enforceable permit limitations. The following operating parameters will be assumed unless the applicant specifies differently:

Standby engines:

- 24 hr/day at engine's rated hp
- 50 hr/year for maintenance purposes at engine's rated hp (T-BACT requirement for engines rated between 0.15 g PM/hp-hr and 0.01 g PM/hp-hr), or
- 100 hr/year for maintenance purposes at engines rated hp (See discussion in Toxics/T-BACT section).
- 200 hr/quarter total use at engine's rated hp
- 200 hr/year total use at engine's rated hp (Rule 202, §110)

Prime power engines:

- 24 hr/day at engine's rated hp
- 2208 hr/quarter total use at engine's rated hp
- 8760 hr/year total use at engine's rated hp

- b. Emissions will be calculated in pounds and carried to the following number of decimal places:

BACT Limits.....varies depending on limit
 Daily Limits.....one decimal place (###.##)
 Quarterly Limits.....whole numbers (####)

H. SOURCE TESTING

When emissions data are missing or the data available are not sufficient to verify compliance, the District may require a source test. The applicant would be required to secure the services of an independent contractor to perform the tests. The tests are typically performed in triplicate and under full load (using a load bank). A source test protocol must be submitted at least 30 days prior to the date of the test and the test results must be submitted no later than 60 days after the test.

Compliance with the NOx standard will be determined as per CARB method 100 and the following equivalent effluent concentrations:

NOx Standard	Equivalent Effluent Concentration
6.9 g/hp-hr	563 ppmv corrected to 15% O ₂
5.6 g/hp-hr	456 ppmv corrected to 15% O ₂
4.9 g/hp-hr	399 ppmv corrected to 15% O ₂
4.8 g/hp-hr	391 ppmv corrected to 15% O ₂
3.0 g/hp-hr	245 ppmv corrected to 15% O ₂

Compliance with PM10 standards (g/hp-hr) will be determined by:

- Calculating mass emissions (using CARB method 5 – filterable half, consistent with CARB ATCM requirements).
- Calculating horsepower (by measuring power output during test in kilowatts-hours and multiplying it by 1.341 hp/kw).

I. OVER-THE-COUNTER PERMITS

Emergency standby IC engines qualify for the District's Permit Streamlining Program. Authorities to Construct these units may be obtained over-the-counter while you wait, provided:

- the applicant requests over-the-counter streamlined review (the applicant must hand deliver the application) and the engine is the only permitted source of toxic air contaminants at the facility.
- the applicant submits a complete application package (all information required to process the application and appropriate fees)
- the proposed engine complies with all applicable requirements
- the proposed engine will not be located within 1,000 feet from a school (K -12th grade)
- the proposed engine is equipped with a stack and rain cap (if any) that allow non-restricted vertical flow of exhaust gases.
- the proposed project does not exceed the public notification exemption levels specified in Rule 202, Section 112 (see table below)

Pollutant	Pounds/Quarter
Reactive Organic Compounds (ROC)	5,000
Nitrogen Oxides (NOx)	5,000
Sulfur Oxides (SOx)	13,650
PM10	7,500
Carbon Monoxide (CO)	49,500

J. SAMPLE ENGINEERING EVALUATION

The following 5 pages show a typical engineering evaluation for an IC engine. The IC engine in this example is a diesel-fired standby IC engine that meets all BACT and T-BACT requirements as proposed. The engine is also assumed to be the only emissions unit at the facility and that it will not be installed within 1,000 feet from a school (K-12th grade).

AUTHORITY TO CONSTRUCT

APPLICATION NO.:	<u>99999</u>
DATE:	<u>Month Day, Year</u>
EVALUATED BY:	<u>Name</u>

FACILITY NAME: ACME, Inc.

LOCATION OF EQUIPMENT: 111 Street Ave, Sacramento, CA

PROPOSAL: Obtain an Authority to Construct for a new IC Engine for emergency electrical power

INTRODUCTION:

The applicant is applying for an Authority to Construct/Permit to Operate a new IC engine that drives a standby electric generator during interruptions of power by the serving utility. The IC engine will be operated a maximum of 50 hours per year for maintenance purposes and a maximum of 200 hours per year for maintenance and emergency electrical power combined.

FLOW DIAGRAM: Not applicable.

EQUIPMENT DESCRIPTION:

A/C 99999

Make: Caterpillar
 Model No.: 3516B
 ID No.: 6HN01216
 Engine BHP: 2,847@1800 RPM
 Fuel Type: Diesel
 Displacement: 4,210 cu. in.

CONTROL EQUIPMENT EVALUATION:

The engine has been manufactured to meet the non-road emissions standards in effect at the date of manufacture. The engine meets the BACT standards for all criteria pollutants: NOx + ROC -4.8 g/hp-hr, CO-8.5 g/hp-hr, SOx-low sulfur fuel oil (<0.05% sulfur by weight) and PM10-0.15 g/hp-hr.

PROCESS RATE:

Maximum allowed operating hours for maintenance purposes will be 50 hours/year for compliance with the state ATCM. Total operation, maintenance and emergency, will be limited to 200 hours per year.

EMISSIONS CALCULATIONS:

- HISTORIC POTENTIAL TO EMIT:** This is a newly permitted unit, no historical Potential to Emit.
- PROPOSED POTENTIAL TO EMIT:**

Pollutant	Emission Factor(A) g/hp-hr	Proposed Emissions	
		pounds/quarter(B)	pounds/year(B)
NOx + ROC ^C	4.8	6,025	6,025
ROC	1.0	1,255	1,255
NOx	4.8	6,025	6,025
SOx	0.1645	206	206
PM10	0.1	126	126
CO	2.6	3,264	3,264

(A) Emission factors are based on BACT limits, with SOx emissions based on 0.05% sulfur by weight in the fuel.

(B) Emissions based on 2,847 hp, 200 hours/quarter and 200 hours/year of operation.

(C) The engine is required to comply with the combined NOx + ROC emission standard. For the purpose of calculating NOx and ROC individually, ROC emissions are assessed at the worse case scenario of the uncontrolled AP-42 emission factor of 1.0 g/bhp-hr and NOx emissions are assessed at the worse case limit of 4.8 g/bhp-hr. BACT is only triggered for individual pollutants.

3. CALCULATION OF BACT TRIGGER:

NEI (BACT) = Net Emissions Increase
= Proposed Potential to Emit - Historic Potential to Emit

MPE = Maximum Potential Emissions on a 24-Hour Day Operation

Pollutant	NEI (BACT) lb/qtr	Is NEI (BACT) > 0?	MPE lb/day	BACT Trigger lb/day	Is BACT Required?
ROC	1,255	Yes	151	>10	Yes
NOx	6,025	Yes	723	>10	Yes
SOx	206	Yes	25	>10	Yes
PM10	502	Yes	60	>10	Yes
CO	3,264	Yes	392	>550	No

4. CALCULATION OF OFFSET TRIGGER FOR ROC AND NOx:

Permit No.	Emissions Unit	Stationary Source Cumulative Emissions Increase lb/qtr	
		ROC	NOx
A/C 15495	IC Engine, Standby	1,255	6,025
Total		1,255	6,025
Trigger Level		>5,000	>5,000

5. CALCULATION OF OFFSET TRIGGER FOR SOx, PM10 AND CO:

Permit No.	Emissions Unit	Stationary Source Cumulative Emission Increase Since 01-01-77 lb/quarter		
		SOx	PM10	CO
A/C 15495	IC Engine, Standby	206	126	3,264
Total		206	126	3,264
Offset Trigger Level		>13,650	>7,500	>49,500

6. CALCULATION OF EMISSION OFFSETS FOR ROC AND NOx:

Although the engine emits NOx greater than the threshold level, emergency equipment is exempt from providing emission offsets. (Rule 202, §110).

7. CALCULATION OF EMISSION OFFSETS FOR SOx, PM10 AND CO:

Emergency equipment is exempt from providing emission offsets pursuant to (Rule 202, §110).

COMPLIANCE WITH RULES AND REGULATIONS:

1. AB 3205 COMPLIANCE:

There is no K-12 school within 1,000 feet of this engine, therefore H&S Code, §42301.6 does not apply.

2. NSR COMPLIANCE:

Rule 202 - New Source Review

Section 301 - BACT

The proposed emissions of all criteria pollutants from AC 99999 exceed the BACT trigger level specified in this section. As specified in the SMAQMD Engineering Manual, BACT standards for a diesel-fired standby IC engine are as follows:

Pollutant	BACT Standard
NOx+ROC	4.8 g/bhp-hr
ROC	1.0 g/hp-hr
NOx	4.8 ^B g/hp-hr
SOx	Fuel with < 0.05 % sulfur content by weight
PM10	0.15 g/hp-hr (all PM is assumed to be PM10)
CO	2.6 g/hp-hr

^B Combined NOx + ROC emissions can not exceed 4.8 g/bhp-hr.

Manufacturer's emissions data shows compliance with the BACT standards. The fuel will contain less than 0.05% sulfur by weight.

Section 302 - Offsets

Emergency electrical generating, flood control, and fire fighting equipment is exempt from the requirement to provide emission offsets by Section 110 provided the following conditions are met:

1. Operation for maintenance purposes is limited to 100 hours per year (engine will be limited to 50 hours per year for T-BACT compliance), and such maintenance shall be scheduled in cooperation with the District so as to limit air quality impact, and
2. Operation of the equipment shall be limited to a total of 200 hours per year, and
3. Operation of the equipment shall not be for supplying power to a serving utility for distribution on the grid, and
4. Operation for other than maintenance purposes shall be limited to actual interruptions of electrical power by the serving utility or emergency water pumping for flood control or fire fighting, or
5. Operation for other than maintenance purposes shall be limited to maintaining the safety and preserving the integrity of nuclear power generating systems.

Conditions will be placed on the Permit to Operate indicating these limitations.

Section 307 - Denial, Failure to Meet CEQA

The SMAQMD has developed a comprehensive permitting CEQA Guidance document. Project reviews conducted in accordance with the policy manuals contained therein (including this manual) have been determined to meet the CEQA criteria of ministerial and do not require additional CEQA review.

This project falls within the scope of the IC Engine permitting manual and has been determined to be ministerial. No further review is required.

Sections 405-408 - CARB, EPA and Public Notification:

NOX emissions from this engine exceed the exemption level specified in Rule 202, Section 212. Therefore, this permit action is subject to CARB, EPA and public review. The preliminary decision was sent to CARB and EPA for review and comment on XX/XX/XX. A public notice was published on XXXXXXXXXX on XX/XX/XX (see Appendix A for a copy of CARB/EPA and public notices). No comments were received during the 30-day public review period.

- 3. PSD COMPLIANCE:** Not applicable

4. PROHIBITORY RULES COMPLIANCE

Rule 401 - Ringelmann Chart

Visible emissions are expected to comply with the 20% opacity requirement of this rule.

Rule 402 - Nuisance

The District regulates emissions of toxic substances through this rule. In accordance with CARB's Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines, October 2000, and the State of California ATCM, the District will require a PM emission rate of 0.15 g/hp-hr or less in order to minimize the cancer risk associated with diesel exhaust and limit maintenance to 50 hours per year.

Rule 406 - Specific Contaminants

This emissions unit is expected to comply with the emissions limit of 0.2% by volume sulfur compound as SO₂ and 0.1 gr/dscf of other combustion gases calculated to 12% CO₂.

Rule 420 - Sulfur Content of Fuels

The State of California regulated sulfur content of diesel no. 2 motor fuel (<0.05%S) will comply with the 0.5% sulfur content requirement of this rule.

5. NSPS COMPLIANCE: Not applicable.

6. NESHAP COMPLIANCE: Not applicable

RECOMMENDATION:

This equipment should comply with all applicable District rules and regulations. An Authority to Construct should be issued indicating the conditions outlined in this Authority to Construct evaluation.

K. SAMPLE PERMIT

The following four pages give an example of a typical Authority to Construct for an IC engine. Authority to Construct and Permit to Operate conditions are typically the same for an IC engine. However, it should be noted that the Authority to Construct expires 2 years after its issuance date while the Permit to Operate does not expire, provided the permit holder pays the annual renewal fee in a timely manner.

**AIR QUALITY
MANAGEMENT DISTRICT**

AUTHORITY TO CONSTRUCT

A/C NO.: 99999
DATE ISSUED: MONTH DAY, YEAR

ISSUED BY: STAFF NAME

DATE EXPIRES: MONTH DAY, YEAR

ISSUED TO: ACME, INC

LOCATION: 111 H STREET, SACRAMENTO, CA 95814

DESCRIPTION: IC ENGINE STANDBY, MAKE: CATERPILLAR, MODEL: 3516B, SERIAL NO.: 6HN01216, 2,847 BHP @ 1,800 RPM, 4,210 IN³ DISPLACEMENT, DIESEL FIRED, DRIVING AN EMERGENCY ELECTRIC GENERATOR

AUTHORITY TO CONSTRUCT CONDITIONS

GENERAL

1. THE EQUIPMENT SHALL BE PROPERLY MAINTAINED.
2. THE AIR POLLUTION CONTROL OFFICER AND/OR AUTHORIZED REPRESENTATIVES, UPON THE PRESENTATION OF CREDENTIALS SHALL BE PERMITTED:
 - A. TO ENTER UPON THE PREMISES WHERE THE SOURCE IS LOCATED OR IN WHICH ANY RECORDS ARE REQUIRED TO BE KEPT UNDER THE TERMS AND CONDITIONS OF THIS AUTHORITY TO CONSTRUCT, AND
 - B. AT REASONABLE TIMES TO HAVE ACCESS TO AND COPY ANY RECORDS REQUIRED TO BE KEPT UNDER TERMS AND CONDITIONS OF THIS AUTHORITY TO CONSTRUCT, AND
 - C. TO INSPECT ANY EQUIPMENT, OPERATION, OR METHOD REQUIRED IN THIS AUTHORITY TO CONSTRUCT, AND
 - D. TO SAMPLE EMISSIONS FROM THE SOURCE OR REQUIRE SAMPLES TO BE TAKEN.
3. THIS AUTHORITY TO CONSTRUCT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26, PART 4, CHAPTER 3, OF THE CALIFORNIA HEALTH AND SAFETY CODE OR THE RULES AND REGULATIONS OF THE AIR QUALITY MANAGEMENT DISTRICT.
4. A LEGIBLE COPY OF THIS AUTHORITY TO CONSTRUCT SHALL BE MAINTAINED ON THE PREMISES WITH THE EQUIPMENT.

EMISSION LIMITATIONS

5. THE IC ENGINE SHALL NOT DISCHARGE INTO THE ATMOSPHERE ANY VISIBLE AIR CONTAMINANT OTHER THAN UNCOMBINED WATER VAPOR, FOR A PERIOD OR PERIODS AGGREGATING MORE THAN THREE MINUTES IN ANY ONE HOUR, WHICH IS AS DARK OR DARKER THAN RINGELMANN NO. 1 OR EQUIVALENT TO OR GREATER THAN 20% OPACITY.

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A/C NO.: 99999

6. THE EMISSIONS FROM THE IC ENGINE SHALL NOT EXCEED THE FOLLOWING LIMITS:

POLLUTANT	EMISSION FACTOR(A) G/HP-HR	MAXIMUM ALLOWABLE EMISSIONS (B)	
		LB/QUARTER	LB/YEAR
ROC	1.0	1,255	1,255
NOX	4.9	6,025	6,025
ROC + NOX	4.9	6,025	6,025
SOX	0.16	206	206
PM10	0.149	502	502
CO	2.6	3,264	3,264

(A) THE COMBINED EMISSION FACTOR FOR NOX+ROC AND THE INDIVIDUAL EMISSION FACTOR FOR CO ARE BASED ON THE DISTRICT'S BACT DETERMINATION WHICH INCORPORATES THE EPA TIER II STANDARDS FOR THIS SOURCE CATEGORY. THE INDIVIDUAL EMISSION FACTORS FOR ROC AND NOX WERE DERIVED FROM THE TIER II NOX+ROC STANDARD. THE EMISSION FACTOR FOR SOX IS BASED ON 0.05% SULFUR BY WEIGHT IN THE FUEL. EMISSION FACTOR FOR PM10 IS BASED ON THE DISTRICT'S TBACT DETERMINATION FOR THIS SOURCE CATEGORY

(B) EMISSIONS ARE BASED ON XXX BHP, 200 HOURS/QUARTER AND 200 HOURS/YEAR OF OPERATION.

EQUIPMENT OPERATION

7. THE IC ENGINE SHALL OPERATE ONLY FOR THE FOLLOWING PURPOSES AND SHALL NOT OPERATE MORE THAN THE FOLLOWING HOURS:

TYPE OF OPERATIONAL HOURS	MAXIMUM ALLOWABLE OPERATION	
	HOURS/QUARTER	HOURS/YEAR
MAINTENANCE PURPOSES (A)	50	50
ALL OPERATION - MAINTENANCE AND EMERGENCY (B)	200	200

(A) MAINTENANCE PURPOSES IS DEFINED AS: THE OPERATION OF AN IC ENGINE IN ORDER TO PRESERVE THE INTEGRITY OF THE IC ENGINE AND ITS ASSOCIATED GENERATOR, THE FACILITY'S ELECTRICAL DISTRIBUTION SYSTEM OR WHEN REQUIRED BY THE DISTRICT TO VERIFY COMPLIANCE WITH THE APPLICABLE RULES AND REGULATIONS.

(B) EMERGENCY IS DEFINED AS: WHEN ELECTRICAL SERVICE FROM THE SERVING UTILITY IS INTERRUPTED BY AN UNFORESEEABLE EVENT.

8. THE IC ENGINE SHALL BE EQUIPPED WITH A NON-RESETTING HOUR METER, WITH A MINIMUM DISPLAY CAPABILITY OF 9,999 HOURS, TO ENSURE COMPLIANCE WITH CONDITION NUMBERS 6 AND 7.
9. UPON REQUEST OF THE AIR POLLUTION CONTROL OFFICER OR DESIGNEE, ONCE EACH YEAR, DURING DAYLIGHT HOURS, THE IC ENGINE SHALL BE RUN AT MAXIMUM ANTICIPATED LOAD, FROM A COLD START CONDITION, FOR OBSERVATION OF COMPLIANCE WITH OPACITY LIMITATIONS.

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MANAGEMENT DISTRICT

AUTHORITY TO CONSTRUCT

A/C NO.: 99999

10. THE IC ENGINE SHALL BE FUELED WITH CARB DIESEL FUEL, OR AN ALTERNATIVE DIESEL FUEL THAT MEETS THE REQUIREMENTS OF THE VERIFICATION PROCEDURE (AS CODIFIED IN TITLE 13, CCR, SECTIONS 2700-2710), OR AN ALTERNATIVE FUEL, OR CARB DIESEL FUEL USED WITH FUEL ADDITIVES THAT MEETS THE REQUIREMENTS OF THE VERIFICATION PROCEDURE, OR ANY COMBINATION OF FUELS LISTED IN THIS CONDITION.
11. THE IC ENGINE SHALL NOT BE OPERATED FOR ROUTINE MAINTENANCE PURPOSES DURING THE HOURS OF 7:30 AM AND 4:30 PM, MONDAY THROUGH FRIDAY. THIS RESTRICTION DOES NOT APPLY TO ANY OPERATION REQUIRED BY CONDITION 9 OR FOR ANY EMERGENCY OPERATION. (NOTE TO ENGINEER - INCLUDE IF ENGINE LOCATED WITHIN 1000' OF K-12 SCHOOL)

RECORD KEEPING

12. THE FOLLOWING RECORDS SHALL BE CONTINUOUSLY MAINTAINED ONSITE FOR THE MOST RECENT THREE YEAR PERIOD AND SHALL BE MADE AVAILABLE TO THE AIR POLLUTION CONTROL OFFICER UPON REQUEST. MONTHLY, QUARTERLY, AND YEARLY RECORDS SHALL BE MADE AVAILABLE WITHIN 30 DAYS OF END OF REPORTING PERIOD.

FREQUENCY	INFORMATION TO BE RECORDED
WHEN OPERATED	A. DATE. B. PURPOSE – EITHER MAINTENANCE (M) OR EMERGENCY (E). C. NUMBER OF HOURS OF OPERATION D. START AND END TIME OF ENGINE FOR MAINTENANCE OPERATION (NOTE TO ENGINEER – INCLUDE IF ENGINE LOCATED WITHIN 1000' OF K-12 SCHOOL)
MONTHLY	D. TOTAL NUMBER OF HOURS OF OPERATION FOR EACH OPERATING MODE (HOURS/MONTH).
QUARTERLY	E. TOTAL NUMBER OF HOURS OF OPERATION FOR EACH OPERATING MODE (HOURS/QUARTER).
YEARLY	F. TOTAL NUMBER OF HOURS OF OPERATION FOR EACH OPERATING MODE (HOURS/YEAR).
ALL FUEL DELIVERIES	G. RETAIN FUEL PURCHASE RECORDS THAT ACCOUNT FOR ALL FUEL PURCHASED FOR USE IN THE ENGINE. FUEL PURCHASE RECORDS SHALL INCLUDE: <ol style="list-style-type: none"> 1. IDENTIFICATION OF TYPE OF FUEL (I.E. CARB DIESEL, ALTERNATE DIESEL, ETC.) 2. QUANTITY OF FUEL PURCHASED. 3. DATE OF FUEL PURCHASE. 4. SIGNATURE OF PERSON RECEIVING FUEL. 5. SIGNATURE OF FUEL PROVIDER INDICATING THAT FUEL WAS DELIVERED.

START-UP

13. UPON INSTALLATION OF THE EQUIPMENT AUTHORIZED IN THIS AUTHORITY TO CONSTRUCT, THE OWNER/OPERATOR SHALL CONTACT THE SACRAMENTO AIR QUALITY MANAGEMENT DISTRICT AT (916) 874-4800 TO ARRANGE FOR A START-UP INSPECTION.

**AIR QUALITY
MANAGEMENT DISTRICT**

AUTHORITY TO CONSTRUCT

A/C NO.: 99999

- 14. THIS AUTHORITY TO CONSTRUCT SHALL SERVE AS A TEMPORARY PERMIT TO OPERATE PROVIDED THAT:
 - A. THE SMAQMD HAS BEEN NOTIFIED FOR A START-UP INSPECTION.
 - B. THE EQUIPMENT INSTALLED MATCHES THE EQUIPMENT AUTHORIZED IN THE AUTHORITY TO CONSTRUCT.
 - C. THE EQUIPMENT IS OPERATED IN COMPLIANCE WITH ALL CONDITIONS LISTED WITHIN THE AUTHORITY TO CONSTRUCT.

YOUR APPLICATION FOR THIS AIR QUALITY AUTHORITY TO CONSTRUCT WAS EVALUATED FOR COMPLIANCE WITH SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT (AQMD), STATE AND FEDERAL AIR QUALITY RULES. THE FOLLOWING LISTED RULES ARE THOSE THAT ARE MOST APPLICABLE TO THE OPERATION OF YOUR EQUIPMENT. OTHER RULES MAY ALSO BE APPLICABLE.

<u>AQMD RULE NO.</u>	<u>RULE TITLE</u>
201	GENERAL PERMIT REQUIREMENTS
202	NEW SOURCE REVIEW
401	RINGELMANN CHART
406	SPECIFIC CONTAMINANTS
420	SULFUR CONTENT OF FUELS
904	AIR TOXICS CONTROL MEASURES – STATIONARY COMPRESSION IGNITION ENGINES

IN ADDITION, THE CONDITIONS ON THIS AUTHORITY TO CONSTRUCT MAY REFLECT SOME, BUT NOT ALL, REQUIREMENTS OF THESE RULES. THERE MAY BE OTHER CONDITIONS THAT ARE APPLICABLE TO THE OPERATION OF YOUR EQUIPMENT. FUTURE CHANGES IN PROHIBITORY RULES MAY ESTABLISH MORE STRINGENT REQUIREMENTS WHICH MAY SUPERSEDE THE CONDITIONS LISTED HERE.

FOR FURTHER INFORMATION PLEASE CONSULT YOUR AQMD RULEBOOK OR CONTACT THE AQMD FOR ASSISTANCE.