



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

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<http://www2.epa.gov/aboutepa/epa-region-8-mountains-and-plains>

Ref: 8P-AR

Rebecca Robert, Air Specialist
BP America Production Company
501 Westlake Park Boulevard
MC: WL1-2.100A
Houston, Texas 77079

JUN - 5 2014

Re: BP America Production Company, Miera Central Delivery Point, Permit # SMNSR-SU
000039-2012.001, Final Synthetic Minor New Source Review Permit

Dear Ms. Robert:

The U.S. Environmental Protection Agency, Region 8 has completed its review of BP America Production Company's (BP's) request to obtain a synthetic minor permit to construct pursuant to the Tribal Minor New Source Review Permit Program at 40 CFR Part 49 (MNSR) for the Miera Central Delivery Point. Based on the information submitted in BP's application the EPA hereby issues the enclosed final MNSR permit to construct for the Miera Central Delivery Point. Please review each condition carefully and note any restrictions placed on this source.

A 30-day public comment period was held from January 29, 2014 to February 28, 2014. The EPA received comments from BP on February 4, 2014. No other comments were received during the public comment period. The EPA's response to the public comments is also enclosed. The EPA made several revisions to the permit based on your comments, as well as EPA-identified changes necessary for clarification and consistency with other EPA-issued permits. The final permit will be effective on July 5, 2014.

Pursuant to 40 CFR 49.159, within 30 days after the final permit decision has been issued, any person who commented on the specific terms and conditions of the draft permit, may petition the Environmental Appeals Board to review any term or condition of the permit. Any person who failed to comment on the specific terms and conditions of this permit may petition for administrative review only to the extent that the changes from the draft to the final permit or other new grounds were not reasonably ascertainable during the public comment period. The 30-day period within which a person may request review begins with this notice of the final permit decision. If an administrative review of the final permit is requested, the specific terms and conditions of the permit that are the subject of the request for review must be stayed.

If you have any questions concerning the enclosed final permit please contact Claudia Smith of my staff at (303) 312-6520.

Sincerely,



Debra H. Thomas
Acting Assistant Regional Administrator
Office of Partnerships and Regulatory Assistance

Enclosures

cc: Brenda Jarrell, Air Quality Program Director, Southern Ute Indian Tribe Environmental Program

Enclosure -Response to Comments and Changes to Proposed MNSR Permit to Construct

Comments from BP America Production Company (BP) on Proposed Permit to Construct for the Miera Central Delivery Point pursuant to the Tribal Minor New Source Review Permit Program at 40 CFR Part 49 (MNSR)

I. Technical Support Document, Pages 4-6, Section II. Facility Description

1. On page 4, BP requested to correct a typo in the first paragraph of the Facility Description: “On the inlet to each compressor there exists a filter vessel to filter out any solids in the gas such as ~~gold~~ coal dust.”
2. On page 6, in Table 2. Facility-wide Emissions, BP requested to correct the total Controlled Potential Emissions for formaldehyde (CH₂O) from 8.94 tons per year to 5.63 tons per year to account for the proposed fourth controlled engine. The Controlled Potential Emissions for Total Hazardous Air Pollutants (HAP) should be corrected from 8.97 tons per year to 5.66 tons per year.

There is no technical support document associated with the final permit action and we do not revise the technical support document for the proposed permit. BP’s comment is a part of the permit record and the necessary corrections are, therefore, documented in the permanent permit record.

II. Permit, Page 3, Section C. Proposal

1. BP requested a revision to the last sentence of the section to specify that the permit action transfers and modifies the emission limits for the three engines established in the Part 71 permit and establishes new carbon monoxide (CO) and CH₂O emission limits for the fourth engine installed and operating at the facility.

Since this section of the proposed permit is not relevant to the final permit, it has been deleted in the final permit; therefore the comment is no longer relevant. BP’s comment is a part of the permit record and the necessary correction is, therefore, documented in the permanent permit record.

III. Permit, Pages 4-10, Section C. Requirements for Engines

1. In Condition C.3(a) and (b), to clarify that the control efficiencies of the engine catalytic control systems are not enforceable, BP requested to delete the references to control efficiencies and just require that a control device be installed and operated that meets the emission limits specified in the permit.

We agree that this change is warranted. The control efficiencies are a redundant requirement. The emission rate limitations are already enforceable through operating limitations, monitoring, recordkeeping, and reporting requirements in the permit. The condition has been revised in the final permit to address the comment.

2. In Condition C.3(b), in lieu of continuous monitoring, BP requested to install equipment to immediately shut down the permitted engines if the engine exhaust temperatures at the inlets to the catalysts exceed 1,350 degrees Fahrenheit. BP noted this approach is consistent with the requirements in the National Emissions Standards for Hazardous Air Pollutants (NESHAP) for

stationary reciprocating internal combustion engines (RICE) at 40 CFR Part 63, Subpart ZZZZ (NESHAP ZZZZ) for existing non-emergency 4SLB and 4SRB RICE > 500 hp located at an area source of HAP that is not remote and will prohibit the engines from operating if the catalyst inlet temperatures exceed the upper operating temperature limitations. As documented by weekly temperature monitoring by the facility's existing Part 71 permit, BP noted they have demonstrated a history of compliance in maintaining the engine exhaust temperatures at the inlets to these catalysts within the respective operating ranges listed in the proposed permit. BP requested that all conditions related to continuous temperature monitoring be revised accordingly if the EPA agrees to allow high temperature shut-down devices.

The requested changes have not been made in the final permit. NESHAP ZZZZ regulates HAP. This permit contains CO emission limits in addition to HAP emission limits. NESHAP ZZZZ allows the use of high temperature shut down devices for existing non-emergency 4SLB stationary RICE >500 hp located at area sources of HAPs that are not remote stationary RICE, but continuous temperature monitoring is still required for new or reconstructed non-emergency 4SLB stationary RICE >500 hp at major sources of HAP. The Miera Central Delivery Point is a synthetic minor HAP source and would otherwise be a major HAP source in the absence of this permit (and the current Part 71 permit). Additionally, the control device performance can also be affected if an engine operates at temperatures lower than the minimum operating temperature (450°F), an operating parameter for which a high temperature shut down device would not be able to monitor.

3. In Condition C.3(c), BP requested to revise the condition to exempt startups from the requirement to maintain the engine exhaust temperature of each engine at the inlet to the catalyst bed within the optimum range for catalyst performance, noting that during a cold startup, the inlet catalyst temperature will be below the temperature operating range.

The condition has been revised to address the comment in the final permit, as have the related conditions in the Monitoring Requirements and Recordkeeping Requirements sections of the permit. Additionally, language has been added to clearly define a time period for "startups" as not to exceed 30 minutes, to avoid engines being allowed to operate below the optimum temperature range for an indefinite period of time.

4. BP requested to reword Condition C.3(d), to clarify the requirement for maintaining the pressure drop across the catalyst bed. Alternatively, BP requested to delete the catalyst differential pressure requirement from the permit and to only comply with the requirement to install equipment to immediately shut down the permitted engines if the engine exhaust temperatures at the inlets to catalysts exceed the high temperature range, which is consistent with NESHAP ZZZZ requirements.

The condition has been revised to address the comment in the final permit.

We have not removed the requirement to monitor pressure drop across the catalyst. NESHAP ZZZZ regulates HAPs. This permit contains CO emission limits in addition to HAP emission limits. NESHAP ZZZZ does not require the pressure drop requirements for existing non-emergency 4SLB stationary RICE >500 hp located at area sources of HAP that are not remote, but pressure drop monitoring is still required for new or reconstructed non-emergency 4SLB stationary RICE >500 hp at major sources of HAP. The Treating Site #8 Central Delivery Point is a synthetic minor HAP source and would otherwise be a major HAP source in the absence of this permit (and the current Part 71 permit). Pressure drop across the catalyst bed is a good indicator of potential problems with the control device performance, such as fouling of the catalyst, which might require investigation.

5. For consistency with the New Source Performance Standards (NSPS) for internal combustion engines at 40 CFR Part 60, Subpart JJJJ (NSPS JJJJ) and NEHSAP ZZZZ, BP requested flexibility in Condition C.3(f), to use either manufacturer's recommended maintenance schedules or procedures or other equivalent owner/operator procedures for maintaining the permitted engines and any respective catalytic control systems.

We agree that this change is warranted to provide flexibility for cases where the Permittee has developed equivalent recommended schedules or procedures in lieu of those developed by the manufacturer. The condition has been revised to address the comment in the final permit, as have all other conditions in the permit that reference recommended maintenance schedules or procedures.

6. In Condition C.3(g), BP requested to delete “~~overhaul or...~~” from the first sentence. BP also requested in Condition C.4(a)(iv), to remove the words “overhauled engines and”. BP asserted that overhauls are part of a normal maintenance program, and since the proposed permit already requires ongoing monitoring of CO, NO_x, and CH₂O emissions, BP agrees to conduct a performance test within 90 days of startup of replacement engines only.

The requested deletion has not been made to either condition in the final permit. Our intent with the conditions was to cover situations where the Permittee performs significant maintenance or repair on an engine, more significant for instance, than changing a spark plug, and for lack of a similar term in the MNSR permitting regulations, we used the term overhaul. The conditions, and all other related conditions, have been revised in the final permit to provide clarification, by using the word rebuild, which is commonly defined as dismantling and reassembling with new parts. We do not consider such activities routine maintenance in the MNSR permitting program.

7. In Condition C.4(a), BP acknowledged EPA's concerns regarding NO_x emissions and agrees to test and monitor these emissions from the engines even though the engines do not have a permitted NO_x emission limit. However, BP noted that in lieu of measuring NO_x emissions, other engine operating parameters, such as percent oxygen in the engine exhaust, could be used as an indication that testing or monitoring is skewed.

We agree that operating parameters such as percent oxygen in the engine exhaust can be used as an indicator of engine performance. However, it would not give an inspector (or the public) any indication of NO_x emission rates. Oxygen would need to be measured concurrently with NO_x to determine the emission rate. The portable monitors typically used for periodic monitoring have NO_x, CO and O₂ all combined into one unit. Therefore, we did not change the language in the final permit to allow percent O₂ monitoring in lieu of NO_x emissions monitoring. However, upon further research, we determined that in lieu of a NO_x performance test simultaneous with a CO performance test, data obtained through NO_x emissions testing using a portable analyzer would be representative and credible evidence to indicate potential engine tuning, provided the analyzer(s) meet the pre and post test calibration error of the applicable test method. The performance testing requirements for the engines have been revised in the final permit to reflect this change.

8. In Condition C.4(a), regarding appropriate reference methods, BP requested to delete “~~Appendix A~~” after “40 CFR Part 63” and after “40 CFR Part 60.” BP notes that 40 CFR Part 60, Subpart JJJJ and 40 CFR Part 63, Subpart ZZZZ approve ASTM testing methods for measuring engine exhaust emissions that are not included in Appendix A of either Part.

The requested deletion has not been made to the final permit. However, we have added “or EPA-approved American Society for Testing and Materials (ASTM) methods” to the list of methods.

9. In Condition C.4(a)(i), BP requested to allow initial performance testing already conducted for the engines under the facility’s Part 71 operating permit to satisfy the initial performance testing requirement. Alternatively, BP requested confirmation from EPA that for the units that are already in operation, initial performance testing is not required since Condition C.4(a)(i) was specific to performance testing after startup of a new engine.

The condition has not been revised in the final permit, as requested. BP’s records, which are required to be saved, will provide sufficient verification that the initial performance test requirement has been met for the existing engines.

10. In Condition C.4(a)(ii), BP requested subsequent CH₂O testing on each engine be conducted once per calendar year following the initial performance test. BP noted that as currently written, the condition requires subsequent performance tests on a rolling recurring 12-month basis, which continually moves the scheduling of this test date earlier than the 12-month due date each year every year and does not provide flexibility for scheduling testing outside of winter months. BP noted that a calendar year frequency allows for a clear testing period and provides flexibility for both BP and third-party test companies in scheduling testing, while still requiring testing annually. Additionally, using similar reasoning, in Condition C.5(c), BP requested to change the recurrence of catalyst pressure drop monitoring from “~~every 30 days~~” to “once every calendar month” to align the monitoring periods for the engines. Also using similar reasoning, BP requested in Condition C.5(f), to change “...at least ~~quarterly~~...” to “...at least once every calendar quarter...” for the requirement to measure CO and NO_x emissions from each engine using a portable analyzer. In addition, BP requested in Condition C.5(h) to change “...~~quarterly to semi-annually~~...” to “...once per calendar quarter to once per calendar half.” BP also requested confirmation from EPA that the obligation to conduct quarterly portable analyzer measurements were fulfilled under the Part 71 permit and that monitoring is currently required only once per calendar half.

We disagree that the requested changes to the monitoring and testing frequency language are warranted and the changes have not been made in the final permit. When interpreted literally, changing the language as requested could result in an extreme situation where the Permittee performs tests, for example, in December of one calendar year, then January of the next calendar year, and then the Permittee would technically not be required to perform the next test until December of the year after that, or nearly 2 years apart. We do not feel that two years apart is sufficiently frequent to verify compliance with the permitted emission limits. If the Permittee is unable to perform required subsequent testing within 12 months of the previous test, or required monitoring within 30 days or 90 days, as applicable, due to weather or other scheduling circumstances, the permit already contains provisions for promptly reporting deviations, which the Air Toxics and Technical Enforcement Program uses to inform their discretion when determining potential violations.

Regarding the request for confirmation from EPA that quarterly portable analyzer measurement requirements were already fulfilled under the Part 71 permit such that monitoring is required only semiannually, your records, which you are required to save, will provide sufficient verification to be assured of compliance with the monitoring requirement.

11. In Condition C.4(a)(iii), BP also requested that the annual subsequent CH₂O testing be considered “monitoring”, thus availing BP of the requirements for prior notification of the

scheduled test date, performing tests at required load levels, and submittal of a written report. BP also requested the condition be moved to the monitoring requirements section of the permit.

The CH₂O testing requirement has not been changed in the final permit to be referred to as “monitoring” to avail BP of prior notification, engine load, and reporting requirements, nor has the condition been moved to the Monitoring Requirements section of the permit. The permit contains a specific CH₂O emission limit that must be accompanied by appropriate monitoring, recordkeeping, and reporting requirements to assure compliance with the limit. Additionally, EPA inspectors may determine it is necessary to observe a test of CH₂O emissions, for which they would not be able to arrange without prior notification of the test.

12. In Conditions C.4(a)(iii) and (iv), BP requested to add a statement that a performance test completed under the condition shall satisfy the requirements for subsequent annual CH₂O performance testing in Condition C.4(a)(ii), and shall satisfy the requirement for semi-annual monitoring for NO_x and CO for the relevant monitoring period. BP requested similar provisions be stated in the “Monitoring Requirements” section of the permit.

The requested statements have not been added to the final permit, as they would be redundant. The permit already contains provisions allowing performance testing to satisfy monitoring requirements [see Conditions C.5(e)(iii)(A) and (f)(i)]. BP’s required records and performance test reporting will provide sufficient verification of compliance with the monitoring requirement.

13. BP requested to delete Condition C.4(b), because it does not allow for BP to make the necessary adjustments to appropriately load the engines to the load conditions required by Condition C.4(d)(iii), which requires testing be performed at a maximum operating rate of 90% to 110% of the maximum capacity at site elevation. BP notes that since available gas to the facility can fluctuate and the facility uses multiple engines, in order to appropriately load the engines for performance testing, adjustments could be required to load up the engines for performance testing to meet the performance testing load requirement.

The condition has not been deleted from the final permit. Instead, the condition has been revised to clarify that artificially increasing an engine load to meet testing requirements is not considered engine tuning or adjustments.

14. BP requested to delete Condition C.4(c), which specifies that engine tests that demonstrate non-compliance with the CO or CH₂O emission limits shall not be aborted. BP asserts that at the first indication of a potential non-compliance, they will shut down the engine to appropriately diagnose the issue and implement corrective action. BP asserts that they will not knowingly and willingly run an engine in non-compliance mode without first obtaining approval from EPA to diagnose the related issue and cause of the noncompliance.

The condition has not been deleted in the final permit as requested. Allowing a test to be aborted if it demonstrates non-compliance defeats the purpose of using testing to verify compliance. The results of a fully completed and valid test that demonstrates non-compliance are valuable information for the EPA and for the Permittee to appropriately diagnose the issue and implement corrective action. The facility is required to be in compliance with the emission limits at all times; therefore, regardless of whether or not the engine was immediately shut down to avoid further non-compliance and address the non-compliance, the initial exceedance could be determined to be a violation. According to the National

*Stack Test Guidance*¹, all stack test failures should be reviewed by the delegated agency to determine whether a violation has occurred, and if so, the appropriate enforcement response. Furthermore, according to the guidance, if a facility stops a stack test because it was exceeding applicable emissions standards and would have failed the test, it could be considered a violation of both the requirement to conduct a stack test (if it does not complete a performance test by the applicable deadline) and the applicable permitted emission limits. For clarification and consistency with established testing requirements in the guidance and 40 CFR Parts 60 and 63, we have added the following condition to this section of the permit:

“If the results of a complete and valid performance test of the emissions from any permitted engine demonstrate noncompliance with the emission limits in this permit, the engine shall be shut down as soon as safely possible, and appropriate corrective action shall be taken (e.g., repairs, catalyst cleaning, catalyst replacement). The Permittee shall notify the EPA in writing within 24 hours of each such shut down. The engine must be retested within 7 days of being restarted and the emissions must meet the applicable limits in this permit. If the retest shows that the emissions continue to exceed the limits in this permit, the engine shall again be shut down as soon as safely possible, and the engine may not operate, except for purposes of startup and testing, until the Permittee demonstrates through testing that the emissions do not exceed the emission limits in this permit.” The prompt deviation reporting requirements already address notifying the EPA of deviation of permit conditions, diagnosis of the problem and any corrective action following a test demonstrating non-compliance with the emission limits.

15. In Condition C.4(d)(i), BP requested that language be added to require measurements of pressure drop across each catalyst bed and inlet temperatures to each catalyst bed to be recorded at least once per test run during all performance tests, in addition to being measured.

We agree that this change is warranted to ensure that the measurements during testing are also recorded. The condition has been revised to address the comment in the final permit.

16. In Condition C.4(d)(iii), BP requested that they be allowed to perform engine testing at the highest achievable load available at the time of the test, noting that the highest achievable load can change and is not always known immediately prior to conducting a performance test due to field fluctuations. Therefore, a written request for approval of an alternate load level for testing would require a prompt response from EPA.

We agree that this change is warranted because it would provide for testing at the real-time worst case conservatively high measurement of engine emissions and we have revised the condition in the final permit accordingly.

17. BP requested confirmation that test plans previously submitted under the facility’s Part 71 permit meet Condition C.4(d)(vii) and can be used in lieu of submitting new test plans, noting that the test plans submitted under the Part 71 permit for the engines did not include test procedures for measuring NO_x emissions. However, since this unit does not have NO_x emission limits, BP requested that EPA waive the requirement to include the procedures for measuring NO_x from this unit for the test plans previously submitted under the Part 71 permit.

¹ Clean Air Act National Stack Testing Guidance, April 27, 2009, Lisa C. Lund, Director, U.S. Environmental Protection Agency Office of Compliance, available online at: <http://www.epa.gov/compliance/resources/policies/monitoring/caa/stacktesting.pdf>.

The requested revisions resulting from comment 7 above have made the requested clarification for NO_x emissions testing unnecessary; therefore, no changes have been made to the final permit as a result of this comment.

18. BP requested to delete Condition C.4(d)(viii)D, “~~D) Schedule/dates for the test~~” as being a required element in the test plans, since Condition C.4(d)(vii), allows previously approved test plans to be used and Condition C.4(e), requires a 30-day notification prior to scheduled performance testing.

We agree that the condition is redundant and have deleted the condition from the final permit.

19. In Condition C.5(d), BP requested clarification on when the first catalyst pressure drop measurements are due under the permit since the engines are already operating and have completed initial performance testing under the Part 71 permit prior to issuance of this MNSR permit.

The final permit has not been revised to address the requested clarification. The source is already operating under the testing and monitoring schedule established in the Part 71 permit. This permit action establishes those requirements in the MNSR permit. BP’s records, which are required to be kept will verify compliance with the pressure drop measurement requirements.

20. In Condition C.5(e)(iii)(A), in lieu of a full portable analyzer test which has to be scheduled, BP requested to conduct a portable analyzer reading until a performance test can be conducted.

The condition has not been revised as requested in the final permit. A simple portable analyzer measurement that has not been conducted in accordance with an approved protocol containing requirements for calibration and specific measurement time periods is not sufficient to demonstrate that the emission limits are being met for a time period of up to 90 days before a performance test is required after determining the pressure drop deviation.

21. In Conditions C.5(f)(i), and C.5(j) and (k), BP requested confirmation that the portable analyzer protocols submitted to EPA under the facility’s Part 71 permit are considered “monitoring protocols approved by EPA,” and, therefore, do not have to be resubmitted. BP noted that the monitoring protocols submitted under the Part 71 permit for the engines do not reference NO_x as a required measured constituent for monitoring these engines, but the protocol does include the procedures for measuring NO_x emissions.

Condition C.5(k) already specifies that portable analyzer specifications and monitoring protocols that have already been approved by the EPA for the emission units in the permit may be used in lieu of new protocols unless the EPA requires the submittal and approval of new protocols and specifications. Since the protocol submitted and approved under the Part 71 permit includes procedures for measuring NO_x emissions, we do not agree that any action is necessary in response to this comment; therefore, no changes have been made to the final permit. Records of BP’s submitted and approved protocols will verify compliance with these conditions.

22. In Condition C.5(l), BP requested deleting CH₂O from the requirement, since the monitoring requirements do not address CH₂O. The permit addresses subsequent CH₂O testing in Condition C.4(a)(ii).

The requested deletion has been made in the final permit; and further, all reference to specific monitored pollutants has been removed, as the requirements for which pollutants need to be monitored for each engine is already stated in previous conditions.

IV. Permit, Pages 10-11, Section E. Requirements for Reporting

1. In Condition E.1(a), BP requested EPA to confirm whether or not the annual report of actual emissions from “all emission units at the facility” includes emissions from the two permitted engines only or if it should include emissions from all sources located at the site. BP also requested to delete “~~All reports shall be certified to truth and accuracy by the responsible official.~~” as “responsible official” is not a term used in the Federal Minor New Source Review Program in Indian Country (40 CFR 49.151 through 49.161).

The condition has been corrected to require annual emissions only for the emission units covered under this permit. Additionally, the condition has been revised to require reports be certified to truth and accuracy by the person primarily responsible for Clean Air Act compliance for the company, which is a term used in our MNSR application forms.

2. BP requested that EPA provide clarification and some examples of scenarios that would trigger prompt reporting under Condition E.3(a). BP is unclear on the interpretation of this requirement.

The condition has been revised in the final permit to provide clarification that prompt deviation is required within 30 days from the discovery of any deviation of the emission limits or operational limitations in the permit that is left uncorrected for more than five (5) days.

**United States Environmental Protection Agency
Region 8 Air Program
1595 Wynkoop Street
Denver, CO 80202**



**Air Pollution Control
Synthetic Minor Source Permit to Construct**

40 CFR 49.151

SMNSR-SU-000039-2012.001

*Permit to Construct to establish legally and practically enforceable
limitations and requirements on sources at an existing facility.*

Permittee:

BP America Production Company

Permitted Facility:

Miera Central Delivery Point
Southern Ute Indian Reservation
La Plata County, Colorado

Summary

On September 5, 2012, the EPA received an application from BP America Production Company (BP) requesting a synthetic minor permit for the Miera Central Delivery Point in accordance the requirements of the Tribal Minor New source Review (MNSR) Permit Program at 40 CFR Part 49.

The Miera Central Delivery Point is located within the exterior boundaries of the Southern Ute Indian Reservation and is a natural gas compression facility. Upstream of the facility are Fruitland Gas (coal-bed methane) wells which are connected to a gathering pipeline system and the inlet of the facility. The natural gas entering the facility first passes through an inlet separator vessel to remove any free liquids in the gas stream by gravity and is then fed into an inlet filter. The gas stream then passes to a distribution header, which distributes the gas to one (1) of four (4) reciprocating internal combustion engines used for natural gas compression. On the inlet to each compressor there exists a filter vessel to filter out any solids in the gas such as coal dust. Each compressor unit consists of a skid mounted combination of engine and compressor fueled by natural gas. After compression the natural gas passes through an outlet coalescer vessel to remove any entrained droplets of lubrication oil carried over from the compressors. The natural gas then passes through the glycol dehydration units to remove water vapor. The gas is then metered and routed into a medium pressure pipeline.

This permit does not authorize the construction of any new emission sources, nor does it otherwise authorize any other physical modifications to the facility or its operations. This permit is intended only to incorporate required and requested emission limits and provisions from the following documents:

- A. An operating permit the EPA issued to BP for the Miera Central Delivery Point on May 20, 2011, in accordance with the Title V Operating Permit Program at 40 CFR Part 71 (Part 71); and
- B. A September 5, 2012, application from BP requesting a synthetic minor permit for the Miera Central Delivery Point.

The transfer of the requirements from the Part 71 permit, in addition to the incorporation of limits requested by BP in the application into a single permit, consolidates the requirements originating from these documents into one permit.

The EPA determined that this approval will not contribute to NAAQS violations, or have potentially adverse effects on ambient air.

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I. Conditional Permit to Construct

A. General Information

Facility: BP America Production - Miera Central Delivery Point
Permit number: SMNSR-SU-000039-2012.001
SIC Code and SIC Description: 1311- Crude Petroleum and Natural Gas

<u>Site Location:</u> Miera Central Delivery Point SW ¼, SE ¼ Sec 8 T34N R8W Southern Ute Indian Reservation La Plata County, Colorado	<u>Corporate Office Location</u> BP America Production Company 380A Airport Road Durango, Colorado 81303
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The equipment listed in this permit may only be operated by BP America Production Company at the following location:

Latitude 37.19886, Longitude -107.740183

B. Applicability

1. This permit is being issued under authority of the MNSR permit program.
2. The requirements in this permit have been created, at the Permittee's request, to establish legally and practically enforceable restrictions for limiting carbon monoxide (CO) and formaldehyde (CH₂O) engine emissions.
3. Any conditions established for this facility or any specific units at this facility pursuant to any permit issued under the authority of the Prevention of Significant Deterioration (PSD) Permit Program at 40 CFR 52.21 or the MNSR permit program shall continue to apply.
4. By issuing this permit, the EPA does not assume any risk of loss which may occur as a result of the operation of the permitted facility by the Permittee, Owner, and/or Operator, if the conditions of this permit are not met by the Permittee, Owner, and/or Operator.

C. Requirements for Engines

1. Construction and Operational Limits:
 - (a) The Permittee shall install and operate emission controls as specified in this permit on four (4) reciprocating internal combustion engines used for compression, each meeting the following specifications:
 - (i) Operated as a 4-stroke lean-burn engine;
 - (ii) Fired with natural gas; and
 - (iii) Limited to a maximum site rating of 1,734 horsepower (hp).
 - (b) Only the engines that are operated and controlled as specified in this permit are approved for installation under this permit.

2. Emission Limits:

- (a) Emissions from each engine shall not exceed:
 - (i) CO: 0.96 pounds per hour (lbs/hr); and
 - (ii) CH₂O: 0.51 lbs/hr.
- (b) Emission limits specified in this permit shall apply at all times, unless otherwise specified in this permit.

3. Control and Operational Requirements

- (a) The Permittee shall ensure that each engine is equipped with an oxidation catalyst control system capable of reducing uncontrolled CO emissions to meet the emission limits specified in this permit.
- (c) The Permittee shall install, operate, and maintain temperature-sensing devices (i.e. thermocouple or resistance temperature detectors) before the catalytic control system on each engine to continuously monitor the exhaust temperature at the inlet of the catalyst bed. Each temperature-sensing device shall be calibrated and operated by the Permittee according to manufacturer specifications or equivalent specifications developed by the Permittee or vendor.
- (c) Except during startups, which shall not exceed 30 minutes, the engine exhaust temperature of each engine, at the inlet to the catalyst bed, shall be maintained at all times the engines operate with and inlet temperature of at least 450° F and no more than 1,350°F.
- (d) During operation, the pressure drop across the catalyst bed on each engine shall be maintained to within ± 2 inches of water from the baseline pressure drop measured during the most recent performance test. The baseline pressure drop for the catalyst bed shall be determined at 100% \pm 10% of the engine load measured during the most recent performance test.
- (e) The Permittee shall only fire each engine with natural gas. The natural gas shall be pipeline-quality in all respects except that the carbon dioxide (CO₂) concentration in the gas is not required to be within pipeline-quality.
- (f) The Permittee shall follow, for each engine and any respective catalytic control system, the manufacturer's recommended maintenance schedule and procedures, or equivalent maintenance schedule and procedures developed by the Permittee or vendor, to ensure optimum performance of each engine and its respective catalytic control system.
- (g) The Permittee may rebuild or replace an existing permitted engine with an engine of the same hp rating, and configured to operate in the same manner as the engine being replaced. Any emission limits, requirements, control technologies, testing or other provisions that apply to the permitted engines that are replaced shall also apply to the rebuilt and replaced engines.
- (h) The Permittee may resume operation without the catalytic control system during an engine break-in period, not to exceed 200 operating hours, for rebuilt and replaced engines.

4. Performance Testing Requirements

- (a) Performance tests shall be conducted on each engine for measuring CO and CH₂O emissions to demonstrate compliance with each emission limitation in this permit. The performance tests shall be conducted in accordance with appropriate reference methods specified in 40 CFR Part 60, Appendix A and 40 CFR Part 63, Appendix A, or an EPA-approved American Society for Testing and Materials (ASTM) method. The Permittee may submit to the EPA a written request for approval of an alternate test method, but shall only use that alternate test method after obtaining approval from the EPA.
 - (i) The initial performance test shall be conducted within 90 calendar days of startup of a new engine.
 - (ii) Subsequent performance tests for CH₂O emissions shall be conducted within 12 months of most recent performance test.
 - (iii) Performance tests shall be conducted within 90 calendar days of replacement of the catalyst on an engine.
 - (iv) Performance tests shall be conducted within 90 calendar days of startup of all rebuilt replaced engines.
- (b) The Permittee shall not perform engine tuning or make any adjustments to engine settings, catalytic control system settings, processes or operational parameters the day of or during the engine testing. Any such tuning or adjustments may result in a determination by the EPA that the test is invalid. Artificially increasing an engine load to meet testing requirements is not considered engine tuning or adjustments.
- (c) The Permittee shall not abort any engine tests that demonstrate non-compliance with the CO or CH₂O emission limits in this permit.
- (d) All performance tests conducted on each engine shall meet the following requirements:
 - (i) The pressure drop across each catalyst bed and the inlet temperature to each catalyst bed shall be measured and recorded at least once per test during all performance tests.
 - (ii) The Permittee shall measure NO_x emissions from each engine simultaneously with all performance tests for CO emissions. NO_x emissions shall be measured using a portable analyzer and protocol approved by the EPA. [*Note to Permittee: Although the permit does not contain NO_x emission limits, NO_x measurement requirements have been included as an indicator to ensure compliance with Condition C.4(b) above.*]
 - (iii) All tests shall be performed at a maximum operating rate (90% to 110% of the maximum achievable load available on the day of the test). The Permittee may submit to the EPA a written request for approval of an alternate load level for testing, but shall only test at that alternate load level after obtaining written approval from the EPA.
 - (iv) During each test run, data shall be collected on all parameters necessary to document how emissions were measured and calculated (such as test run length, minimum sample volume, volumetric flow rate, moisture and oxygen corrections, etc.).

- (v) Each test shall consist of at least three 1-hour or longer valid test runs. Emission results shall be reported as the arithmetic average of all valid test runs and shall be in terms of the emission limits in this permit.
- (vi) Performance test plans shall be submitted to the EPA for approval 60 calendar days prior to the date the test is planned.
- (vii) Performance test plans that have already been approved by the EPA for the emission units approved in this permit may be used in lieu of new test plans unless the EPA requires the submittal and approval of new test plans. The Permittee may submit new plans for EPA approval at any time.
- (viii) The test plans shall include and address the following elements:
 - A) Purpose of the test;
 - B) Engines and catalytic control systems to be tested;
 - C) Expected engine operating rate(s) during the test;
 - D) Sampling and analysis procedures (sampling locations, test methods, laboratory identification);
 - E) Quality assurance plan (calibration procedures and frequency, sample recovery and field documentation, chain of custody procedures); and
 - F) Data processing and reporting (description of data handling and quality control procedures, report content).
- (e) The Permittee shall notify the EPA at least 30 calendar days prior to scheduled performance testing. The Permittee shall notify the EPA at least 1 week prior to scheduled performance testing if the testing cannot be performed.
- (f) If the results of a complete and valid performance test of the emissions from any permitted engine demonstrate noncompliance with the emission limits in this permit, the engine shall be shut down as soon as safely possible, and appropriate corrective action shall be taken (e.g., repairs, catalyst cleaning, catalyst replacement). The Permittee shall notify the EPA in writing within 24 hours of each such shut down. The engine must be retested within 7 days of being restarted and the emissions must meet the applicable limits in this permit. If the retest shows that the emissions continue to exceed the limits in this permit, the engine shall again be shut down as soon as safely possible, and the engine may not operate, except for purposes of startup and testing, until the Permittee demonstrates through testing that the emissions do not exceed the emission limits in this permit.
- (g) If a permitted engine is not operating, the Permittee does not need to start up the engine solely to conduct a performance test. The Permittee may conduct the performance test when the engine is started up again.

5. Monitoring Requirements

- (a) The Permittee shall continuously monitor the exhaust temperature of each engine at the inlet to the catalyst bed.
- (b) Except during startups, which shall not exceed 30 minutes, if the engine's exhaust temperature at the inlet to the catalyst bed on any one engine deviates from the acceptable ranges specified in this permit then the following actions shall be taken. The Permittee's

completion of any or all of these actions shall not constitute, nor qualify as, an exemption from any other emission limits in this permit.

- (i) Within 24 hours of determining a deviation of the engine exhaust temperature at the inlet to the catalyst bed, the Permittee shall investigate. The investigation shall include testing the temperature sensing device, inspecting the engine for performance problems and assessing the catalytic control system for possible damage that could affect catalytic system effectiveness (including, but not limited to, catalyst housing damage, and fouled, destroyed or poisoned catalyst).
 - (ii) If the engine exhaust temperature at the inlet to the catalyst bed can be corrected by following the engine manufacturer recommended procedures or equivalent procedures developed by the Permittee or vendor, and the catalytic control system has not been damaged, then the Permittee shall correct the engine exhaust temperature at the inlet to the catalyst bed within 24 hours of inspecting the engine and catalytic control system.
 - (iii) If the engine exhaust temperature at the inlet to the catalyst bed cannot be corrected using the engine manufacturer recommended procedures equivalent procedures developed by the Permittee or vendor, or the catalytic control system has been damaged, then the affected engine shall cease operating immediately and shall not be returned to routine service until the following has been met:
 - (A) The engine exhaust temperature at the inlet to the catalyst bed is measured and found to be within the acceptable temperature range for that engine; and
 - (B) The catalytic control system has been repaired or replaced, if necessary.
- (c) The Permittee shall monitor the pressure drop across the catalyst bed on each engine every 30 days using pressure sensing devices before and after the catalyst bed to obtain a direct reading of the pressure drop (also referred to as the differential pressure). *[Note to Permittee: Differential pressure measurements, in general, are used to show the pressure across the filter elements. This information will determine when the elements in the catalyst bed are fouling, blocked or blown out and thus require cleaning or replacement.]*
- (d) The Permittee shall perform the first measurement of the pressure drop across the catalyst bed on each engine no more than 30 days from the date of the initial performance test. Thereafter, the Permittee shall measure the pressure drop across the catalyst bed, at a minimum of every 30 days. Subsequent performance tests, as required in this permit, can be used to meet the periodic pressure drop monitoring requirement provided it occurs within the 30-day window. The pressure drop reading can be a one-time measurement on that day, the average of performance tests runs conducted on that day, or an average of all the measurements taken on that day if continuous readings are taken.
- (e) The Permittee shall monitor CO and NO_x emissions from the exhaust of the catalytic control system on each engine at least quarterly, to demonstrate compliance with emission limits in this permit. To meet this requirement, the Permittee shall:
- (i) Measure CO and NO_x emissions at the normal operating load using a portable analyzer and a monitoring protocol approved by the EPA or conduct a performance test as specified in this permit;
 - (ii) Measure the CO and NO_x emissions simultaneously; and

- (iii) Commence monitoring for CO and NO_x emissions within 90 calendar days of the Permittee's submittal of the initial performance test results for CO emissions to the EPA.
- (f) The Permittee shall not perform engine tuning or make any adjustments to engine settings, catalytic control system settings, processes or operational parameters the day of or during the measurements. Any such tuning or adjustments may result in a determination by the EPA that the result is invalid. Artificially increasing an engine load to meet measuring requirements is not considered engine tuning or adjustments.
- (g) If the pressure drop reading exceeds ± 2 inches of water from the baseline pressure drop reading taken during the most recent performance test, or if the results of any quarterly emissions monitoring demonstrate non-compliance with the NO_x or CO the emission limits in this permit, then the following actions shall be taken. The Permittee's completion of any or all of these actions shall not constitute, nor qualify as, an exemption from any other emission limits in this permit:
 - (i) Within 24 hours of determining a deviation of the pressure drop across the catalyst bed or the emission limits in this permit, the Permittee shall investigate. The investigation shall include testing the pressure transducers and assessing the catalytic control system for possible damage that could affect catalytic system effectiveness (including, but not limited to, catalyst housing damage, and plugged, fouled, destroyed or poisoned catalyst).
 - (ii) If the pressure drop across the catalyst bed, or the elevated emission rates, can be corrected by following the catalytic control system manufacturer recommended procedures or equivalent procedures developed by the Permittee or vendor, and the catalytic control system has not been damaged, then the Permittee shall correct the problem within 24 hours of inspecting the catalytic control system.
 - (iii) If the pressure drop across the catalyst bed, or the elevated emission rates, cannot be corrected using the catalytic control system manufacturer recommended procedures or equivalent procedures developed by the Permittee or vendor, or the catalytic control system is damaged, then the Permittee shall do one of the following:
 - (A) Conduct a performance test within 90 calendar days, as specified in this permit, to ensure that the emission limits are being met and to re-establish the pressure drop across the catalyst bed. The Permittee shall perform a portable analyzer test for CO and NO_x and establish a new temporary pressure drop baseline until a performance test can be scheduled and completed; or
 - (B) Cease operating the affected engine immediately. The engine shall not be returned to routine service until the pressure drop is measured and found to be within the acceptable pressure range for that engine as determined from the most recent performance test and the emission rates are found to be in compliance with the emission limits in this permit. Corrective action may include removal and cleaning of the catalyst or replacement of the catalyst.
- (h) For any one (1) engine: If the results of 2 consecutive quarterly portable analyzer measurements demonstrate compliance with the CO emission limit, required monitoring frequency for the respective pollutant may change from quarterly to semi-annually.

- (i) For any one (1) engine: If the results of any subsequent portable analyzer measurements demonstrate non-compliance with the CO emission limit, the required test frequency shall revert back to quarterly.
- (j) The Permittee shall submit portable analyzer specifications and monitoring protocols to the EPA at the following address for approval at least 45 calendar days prior to the date of initial portable analyzer monitoring:

Region 8 Office of Enforcement, Compliance & Environmental Justice
Air Toxics and Technical Enforcement Program, 8ENF-AT
1595 Wynkoop Street
Denver, Colorado 80202

- (k) Portable analyzer specifications and monitoring protocols that have already been approved by the EPA for the emission units approved in this permit may be used in lieu of new protocols unless the EPA determines it is necessary to require the submittal and approval of new protocols. The Permittee may submit a new protocol for EPA approval at any time.
- (l) The Permittee is not required to conduct emissions monitoring and parametric monitoring of exhaust temperature and catalyst differential pressure on engines that have not operated during the monitoring period. The Permittee shall certify that the engine(s) did not operate during the monitoring period in the annual report.

6. Recordkeeping Requirements

- (a) Records shall be kept of manufacturer and/or vendor specifications and maintenance requirements developed by the manufacturer, vendor, or Permittee for each engine, catalytic control system, temperature-sensing device, and pressure-measuring device.
- (b) Records shall be kept of all calibration and maintenance conducted for each engine, catalytic control system, temperature-sensing device, and pressure-measuring device.
- (c) Records shall be kept that are sufficient to demonstrate that the fuel used for each engine is pipeline quality natural gas in all respects, with the exception of the CO₂ concentrations.
- (d) Records shall be kept of all temperature measurements required in this permit, as well as a description of any corrective actions taken pursuant to this permit.
- (e) Records shall be kept of all pressure drop measurements required in this permit, as well as a description of any corrective actions taken pursuant to this permit.
- (f) Records shall be kept of all required testing and monitoring in this permit. The records shall include the following:
 - i. The date, place, and time of sampling or measurements;
 - ii. The date(s) analyses were performed;
 - iii. The company or entity that performed the analyses;
 - iv. The analytical techniques or methods used;
 - v. The results of such analyses or measurements; and

- vi. The operating conditions as existing at the time of sampling or measurement.
- (g) Records shall be kept of all catalyst replacements, engine rebuilds and engine replacements.
- (h) Records shall be kept of each rebuilt or replaced engine break-in period, pursuant to the requirements of this permit, where an existing engine that has been rebuilt or replaced resumes operation without the catalytic control system, for a period not to exceed 200 hours.
- (i) Records shall be kept of each time any engine is shut-down due to a deviation in the inlet temperature to the catalyst bed or pressure drop across a catalyst bed. The Permittee shall include in the record the cause of the problem, the corrective action taken, and the timeframe for bringing the pressure drop and inlet temperature range into compliance.

D. Requirements for Records Retention

- 1. The Permittee shall retain all records required by this permit for a period of at least 5 years from the date the record was created.
- 2. Records shall be kept in the vicinity of the facility, such as at the facility, the location that has day-to-day operational control over the facility, or the location that has day-to-day responsibility for compliance of the facility.

E. Requirements for Reporting

1. Annual Emission Reports

- (a) The Permittee shall submit a written annual report of the actual annual emissions from all emission units at the facility covered under this permit, including emissions from startups, shutdowns, and malfunctions, each year no later than April 1st. The annual report shall cover the period for the previous calendar year. All reports shall be certified to truth and accuracy by the person primarily responsible for Clean Air Act compliance for the Permittee.
- (b) The report shall include CO, and CH₂O emissions.
- (c) The report shall be submitted to:

U.S. Environmental Protection Agency, Region 8
Office of Partnerships and Regulatory Assistance
Tribal Air Permitting Program, 8P-AR
1595 Wynkoop Street
Denver, Colorado 80202

The report may be submitted via electronic mail to r8AirPermitting@epa.gov.

- 2. All other documents required to be submitted under this permit, with the exception of the **Annual Emission Reports**, shall be submitted to:

U.S. Environmental Protection Agency
Region 8 Office of Enforcement, Compliance & Environmental Justice
Air Toxics and Technical Enforcement Program, 8ENF-AT
1595 Wynkoop Street
Denver, Colorado 80202

All documents may be submitted electronically to r8airreportenforcement@epa.gov.

3. The Permittee shall promptly submit to the EPA a written report of any deviations of permit requirements, a description of the probable cause of such deviations, and any corrective actions or preventative measures taken. A “prompt” deviation report is one that is post marked or submitted via electronic mail to r8airreportenforcement@epa.gov as follows:
 - (a) Within 30 days from the discovery of any deviation of the emission limits or operational limits that is left un-corrected for more than 5 days after discovering the deviation;
 - (b) By April 1st for the discovery of a deviation of recordkeeping or other permit conditions during the preceding calendar year that do not affect the Permittee’s ability to meet the emission limits.
4. The Permittee shall submit a written report for any required performance tests to the EPA Regional Office within 60 days after completing the tests.
5. The Permittee shall submit any record or report required by this permit upon EPA request.

II. General Provisions

A. Conditional Approval:

Pursuant to the authority of 40 CFR 49.151, the EPA hereby conditionally grants this permit to construct. This authorization is expressly conditioned as follows:

1. *Document Retention and Availability:* This permit and any required attachments shall be retained and made available for inspection upon request at the location set forth herein.
2. *Permit Application:* The Permittee shall abide by all representations, statements of intent and agreements contained in the application submitted by the Permittee. The EPA shall be notified 10 days in advance of any significant deviation from this permit application as well as any plans, specifications or supporting data furnished.
3. *Permit Deviations:* The issuance of this permit may be suspended or revoked if the EPA determines that a significant deviation from the permit application, specifications, and supporting data furnished has been or is to be made. If the proposed source is constructed, operated, or modified not in accordance with the terms of this permit, the Permittee will be subject to appropriate enforcement action.
4. *Compliance with Permit:* The Permittee shall comply with all conditions of this permit, including emission limitations that apply to the affected emissions units at the permitted facility/source. Noncompliance with any permit term or condition is a violation of this permit and may constitute

a violation of the Clean Air Act and is grounds for enforcement action and for a permit termination or revocation.

5. *Fugitive Emissions:* The Permittee shall take all reasonable precautions to prevent and/or minimize fugitive emissions during the construction period.
6. *National Ambient Air Quality Standard and PSD Increment:* The permitted source shall not cause or contribute to a National Ambient Air Quality Standard violation or a PSD increment violation.
7. *Compliance with Federal and Tribal Rules, Regulations, and Orders:* Issuance of this permit does not relieve the Permittee of the responsibility to comply fully with all other applicable federal and tribal rules, regulations, and orders now or hereafter in effect.
8. *Enforcement:* It is not a defense, for the Permittee, in an enforcement action, to claim that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this permit.
9. *Modifications to Existing Permitted Emissions Units/Limits:* For proposed modifications, as defined at §49.152(d), that would increase an emissions unit allowable emissions of a pollutant above its existing permitted annual allowable emissions limit, the Permittee shall first obtain a permit modification pursuant to the MNSR regulations approving the increase. For a proposed modification that is not otherwise subject to review under the PSD or MNSR regulations, such proposed increase in the annual allowable emissions limit shall be approved through an administrative permit revision as provided at §49.159(f).
10. *Relaxation of Legally and Practically Enforceable Limits:* At such time that a new or modified source within this permitted facility/source or modification of this permitted facility/source becomes a major stationary source or major modification solely by virtue of a relaxation in any legally and practically enforceable limitation which was established after August 7, 1980, on the capacity of the permitted facility/source to otherwise emit a pollutant, such as a restriction on hours of operation, then the requirements of the PSD regulations shall apply to the source or modification as though construction had not yet commenced on the source or modification.
11. *Revise, Reopen, Revoke and Reissue, or Terminate for Cause:* This permit may be revised, reopened, revoked and reissued, or terminated for cause. The filing of a request by the Permittee, for a permit revision, revocation and reissuance, or termination, or of a notification of planned changes or anticipated noncompliance does not stay any permit condition. The EPA may reopen this permit for a cause on its own initiative, e.g., if this permit contains a material mistake or the Permittee fails to assure compliance with the applicable requirements.
12. *Severability Clause:* The provisions of this permit are severable, and in the event of any challenge to any portion of this permit, or if any portion is held invalid, the remaining permit conditions shall remain valid and in force.
13. *Property Rights:* This permit does not convey any property rights of any sort or any exclusive privilege.
14. *Information Requests:* The Permittee shall furnish to the EPA, within a reasonable time, any information that the EPA may request in writing to determine whether cause exists for revising, revoking and reissuing, or terminating this permit or to determine compliance with this permit.

For any such information claimed to be confidential, you shall also submit a claim of confidentiality in accordance with 40 CFR Part 2, Subpart B.

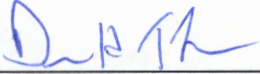
15. *Inspection and Entry:* The EPA or its authorized representatives may inspect this permitted facility/source during normal business hours for the purpose of ascertaining compliance with all conditions of this permit. Upon presentation of proper credentials, the Permittee shall allow the EPA or its authorized representative to:
 - (a) Enter upon the premises where this permitted facility/source is located or emissions-related activity is conducted, or where records are required to be kept under the conditions of this permit;
 - (b) Have access to and copy, at reasonable times, any records that are required to be kept under the conditions of this permit;
 - (c) Inspect, during normal business hours or while this permitted facility/source is in operation, any facilities, equipment (including monitoring and air pollution control equipment), practices, or operations regulated or required under this permit;
 - (d) Sample or monitor, at reasonable times, substances or parameters for the purpose of assuring compliance with this permit or other applicable requirements; and
 - (e) Record any inspection by use of written, electronic, magnetic and photographic media.
16. *Permit Effective Date:* This permit is effective immediately upon issuance unless comments resulted in a change in the proposed permit, in which case the permit is effective 30 days after issuance. The Permittee may notify the EPA, in writing, that this permit or a term or condition of it is rejected. Such notice should be made within 30 days of receipt of this permit and should include the reason or reasons for rejection.
17. *Permit Transfers:* Permit transfers shall be made in accordance with 40 CFR 49.159(f). The Air Program Director shall be notified in writing at the address shown below if the company is sold or changes its name.

U.S. Environmental Protection Agency, Region 8
Office of Partnerships and Regulatory Assistance
Tribal Air Permitting Program, 8P-AR
1595 Wynkoop Street
Denver, Colorado 80202
18. *Invalidation of Permit:* This permit becomes invalid if construction is not commenced within 18 months after the effective date of this permit, construction is discontinued for 18 months or more, or construction is not completed within a reasonable time. The EPA may extend the 18-month period upon a satisfactory showing that an extension is justified. This provision does not apply to the time period between the construction of the approved phases of a phased construction project. The Permittee shall commence construction of each such phase within 18 months of the projected and approved commencement date.

19. *Notification of Start-Up:* The Permittee shall submit a notification of the anticipated date of initial start-up of this permitted source to the EPA within 60 days of such date, unless this permitted source is an existing source.

B. Authorization:

Authorized by the United States Environmental Protection Agency, Region 8



6-6-14

Debra H. Thomas
Acting Assistant Regional Administrator
Office of Partnerships and Regulatory Assistance

Date