

### BEST AVAILABLE CONTROL TECHNOLOGY (BACT) GUIDELINE 3.2

<b>Equipment Category:</b>	Emergency Spark Ignition Engines
<b>Revision:</b>	1.1
<b>Date:</b>	June 14, 2017

Pollutant	BACT Requirement	BACT Technology	Performance Standard	AIP/TF
NO <sub>x</sub>	1	Air to fuel ratio controller, non-selective catalytic reduction (NSCR), 3-way catalytic converter	5 ppmvd @ 15% O <sub>2</sub> ; 0.069 g/bhp-hr	AIP
ROC	1	Air to fuel ratio controller, non-selective catalytic reduction (NSCR), 3-way catalytic converter	10 ppmvd @ 15% O <sub>2</sub> (as methane); 0.048 g/bhp-hr; 80% Reduction	AIP
CO	1	Air to fuel ratio controller, non-selective catalytic reduction (NSCR), 3-way catalytic converter	25 ppmvd @ 15% O <sub>2</sub> ; 0.209 g/bhp-hr	AIP
SO <sub>x</sub> , PM, PM <sub>10</sub> , PM <sub>2.5</sub>	1.a	PUC quality natural gas	≤ 80 ppmv total sulfur and ≤ 4 ppmv H <sub>2</sub> S	AIP
	1.b	Produced gas treated using a continuously operating sulfur removal system	Case-by-case	AIP

Notes:

1. NO<sub>x</sub> means oxides of nitrogen (as NO<sub>2</sub>) and SO<sub>x</sub> means oxides of sulfur (as SO<sub>2</sub>).
2. This equipment category includes emergency standby generator engines and firewater engines.
3. AIP means Achieved in Practice. TF means Technologically Feasible.
4. BACT is the most stringent control technique for the emissions unit and equipment category that is either achieved in practice or technologically feasible/cost effective.
5. BACT determinations are subject to periodic updates without advanced notice.