SWN PRODUCTION COMPANY, LLC

BONNETTE MSH PAD

GENERAL PERMIT G70-D APPLICATION

SUBMITTED TO WVDEP DIVISION OF AIR QUALITY
FEBRUARY 2017

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INTRODUCTION

SWN Production Company, LLC (SWN), submits this G70-D General Permit Application for the Bonnette MSH Pad. The facility currently operated under Permit No. G70-A182, issued on October 22, 2015. With this application, SWN requests authorization to operate under the General Permit G70-D for Oil and Natural Gas Production Facilities. Included with this application are changes in the emission estimates for the emission sources at the facility. The changes are summarized below:

- Six (6) existing wells have been added to the equipment representation.
- One (1) 400-bbl condensate tank has been added to the equipment representation.
- One (1) 400-bbl produced water tank has been added to the equipment representation.
- Fugitive component counts have been revised based on the equipment changes.

No changes were made to the emission estimates for the existing equipment. Note that other small storage tanks may be present on site (i.e., methanol, lube oil) but are considered de minimis sources per Table 45-13B and are listed on the application form.

Proposed Emissions

Emissions calculations for the project are presented in Attachment T. A fuel heating value of 905 Btu/scf was used to calculate emissions from natural gas-fired equipment. Actual heating value may vary (generally 905 - 1,300) but using a lower heating value in the emissions calculations provides a more conservative (higher) estimate of fuel use.

Emissions from the Caterpillar engines and Bucks VRU engine were calculated with manufacturer data when available and AP-42/EPA emissions factors for the remaining pollutants.

Condensate tank emissions were calculated by creating a profile in the EPA TANKS 4.0.9d model using properties obtained in a representative liquids analysis as the tank contents. Although produced water storage tanks contain primarily water, a profile was created in EPA TANKS 4.0.9d assuming 1% of the total throughput as condensate and 99% as water to provide a conservative emissions estimate of the trace hydrocarbons that may be entrained in the water. Flashing emissions were calculated using ProMax process simulation software. Condensate loading has been calculated using the properties from EPA TANKS 4.0.9d and process simulation.

Fugitive emissions were calculated with a component count by equipment type from a similar facility, and representative extended gas and liquids analyses. Fugitive haul road emissions were calculated using EPA/AP-42 methodologies.

Greenhouse gas emissions were calculated with the latest EPA factors and manufacturer data when available. Documents used as references for the emissions calculations including manufacturer specification sheets, gas and liquids analyses, and process simulation results are attached.

REGULATORY DISCUSSION

STATE

45 CSR 13 - PERMITS FOR CONSTRUCTION, MODIFICATION, RELOCATION AND OPERATION OF STATIONARY SOURCES OF AIR POLLUTANTS, NOTIFICATION REQUIREMENTS, ADMINISTRATIVE UPDATES, TEMPORARY PERMITS, GENERAL PERMITS, AND PROCEDURES FOR EVALUATION:

The facility requests to operate under the General Permit G70-D. Emissions of carbon monoxide and volatile organic compounds are less than 80 tons per year (TPY). Oxides of nitrogen emissions are less than 50 TPY and particulate matter 10/2.5 and sulfur dioxide emissions are each less than 20 TPY. Also, the facility will have less than 8 TPY for each hazardous air pollutant and less than 20 tons for total hazardous air pollutants.

45 CSR 22 - AIR QUALITY MANAGEMENT FEE PROGRAM:

The facility will be required to maintain a valid Certificate to Operate on the premises.

45 CSR 30 - REQUIREMENTS FOR OPERATING PERMITS:

Emissions from the facility do not exceed major source thresholds; therefore, this rule does not apply.

FEDERAL

40 CFR PART 60 SUBPART KB—STANDARDS OF PERFORMANCE FOR VOLATILE ORGANIC LIQUID STORAGE VESSELS (INCLUDING PETROLEUM LIQUID STORAGE VESSELS) FOR WHICH CONSTRUCTION, RECONSTRUCTION, OR MODIFICATION COMMENCED AFTER JULY 23, 1984

The affected facility to which this Subpart applies is each storage vessel with a capacity greater than or equal to 75 cubic meters (m3) that is used to store volatile organic liquids (VOL) for

which construction, reconstruction, or modification is commenced after July 23, 1984. The tanks at this facility were constructed after the effective date of this Subpart but are less than 75 m3 (which equals approximately 471 bbl); therefore, this Subpart does not apply.

40 CFR PART 60 SUBPART KKK - STANDARDS OF PERFORMANCE FOR STATIONARY FOR EQUIPMENT LEAKS OF VOC FROM ONSHORE NATURAL GAS PROCESSING PLANTS:

The facility is not considered an affected source (natural gas processing plant) and is therefore not subject to this Subpart.

40 CFR PART 60 SUBPART IIII - STANDARDS OF PERFORMANCE FOR STATIONARY COMPRESSION IGNITION INTERNAL COMBUSTION ENGINES:

The facility does not contain the affected source (diesel-fired engine) and is therefore not subject to this Subpart.

40 CFR PART 60 SUBPART JJJJ - STANDARDS OF PERFORMANCE FOR STATIONARY SPARK IGNITION INTERNAL COMBUSTION ENGINES:

The proposed 145-hp, four-stroke, rich-burn natural gas-fired flash gas compressor engines are assumed to have been constructed after the June 12, 2006 effective date and manufactured after July 1, 2008; therefore, they will be subject to this subpart. ENG-1 has a horsepower rating of 145-hp (between 100-hp and 499-hp) and was manufactured on February 13, 2015 (after January 1, 2011); therefore, it is subject to the Stage II emission limits of this subpart. The manufacture dates of the remaining Caterpillar G3306 NA engine and the VRU engine are not yet known but are presumed to be subject to NSPS Subpart JJJJ as new engines.

40 CFR PART 60 SUBPART OOOO - STANDARDS OF PERFORMANCE FOR CRUDE OIL AND NATURAL GAS PRODUCTION, TRANSMISSION, AND DISTRIBUTION:

The emission sources affected by this Subpart include well completions, pneumatic controllers, equipment leaks from natural gas processing plants, sweetening units at natural gas processing plants, reciprocating compressors, centrifugal compressors and storage vessels which are constructed, modified or reconstructed after August 23, 2011 and before September 18, 2015.

Two of the existing gas wells located at this production pad were drilled during the effective date of this rule; therefore, they are affected sources subject to the applicable provisions of this Subpart.

Pneumatic controllers affected by this Subpart include continuous bleed, natural gas-driven pneumatic controllers with a natural gas bleed rate greater than 6 SCFH. No pneumatic devices with a continuous bleed greater than 6 SCFH will be installed at this facility.

Storage vessels affected by this Subpart include those with VOC emissions greater than 6 TPY. The storage vessels have VOC emissions below 6 TPY per tank and are not subject to the requirements of this Subpart.

40 CFR PART 60 SUBPART OOOOA - STANDARDS OF PERFORMANCE FOR CRUDE OIL AND NATURAL GAS FACILITIES FOR WHICH CONSTRUCTION, MODIFICATION, OR RECONSTRUCTION COMMENCED AFTER SEPTEMBER 18, 2015:

The emission sources affected by this Subpart include well completions, centrifugal compressors, reciprocating compressors, pneumatic controllers, storage vessels, fugitive sources at well sites, fugitive sources at compressor stations, pneumatic pumps, equipment leaks from natural gas processing plants and sweetening units at natural gas processing plants which are constructed, modified or reconstructed after September 18, 2015.

Six of the existing gas wells located at this production pad were drilled during the effective date of this rule; therefore, they are affected sources subject to the applicable provisions of this Subpart. The storage vessels have VOC emissions below 6 TPY per tank and are not subject to the requirements of this Subpart.

40 CFR PART 63 SUBPART HH - NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR SOURCE CATEGORIES FROM OIL AND NATURAL GAS PRODUCTION FACILITIES:

The site is a minor (area) source of hazardous air pollutants. This Subpart applies to affected emission points that are located at facilities that are major and area sources of HAP, and either process, upgrade, or store hydrocarbon liquids prior to custody transfer or that process, upgrade, or store natural gas prior to entering the natural gas transmission and storage source category. For purposes of this Subpart natural gas enters the natural gas transmission and storage source category after the natural gas processing plant, if present. The facility is a minor (area) source of HAP; however, there is no triethylene glycol (TEG) dehydration unit present at the facility and therefore this Subpart does not apply.

40 CFR PART 63 SUBPART HHH - NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR SOURCE CATEGORIES FROM NATURAL TRANSMISSION AND STORAGE FACILITIES:

The facility is not a natural gas transmission and storage facility and is therefore not subject to this Subpart.

40 CFR PART 63 SUBPART ZZZZ - NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR SOURCE CATEGORIES FROM STATIONARY RECIPROCATING INTERNAL COMBUSTION ENGINES - AREA SOURCE:

The original rule, published on February 26, 2004, initially affected new (constructed or reconstructed after December 19, 2002) reciprocating internal combustion engines (RICE) with a site-rating greater than 500 brake horsepower (HP) located at a major source of HAP emissions. On January 18, 2008, EPA published an amendment that promulgated standards for RICE constructed or reconstructed after June 12, 2006 with a site rating less than or equal to 500 HP located at major sources, and for engines constructed and reconstructed after June 12, 2006 located at area sources. On August 10, 2010, EPA published another amendment that promulgated standards for existing (constructed or reconstructed before June 12, 2006) RICE at area sources and existing RICE (constructed or reconstructed before June 12, 2006) with a site rating of less than or equal to 500 HP at major sources.

Owners and operators of new or reconstructed engines at area sources must meet the requirements of Subpart ZZZZ by complying with either 40 CFR Part 60 Subpart IIII (for CI engines) or 40 CFR Part 60 Subpart JJJJ (for SI engines). Based on emission calculations, this facility is a minor source of HAP. The engines are subject to NSPS Subpart JJJJ and comply with MACT Subpart ZZZZ by complying with the requirements of NSPS Subpart JJJJ.

APPLICATION FOR GENERAL PERMIT REGISTRATION

west virginia department of environmental protection

Division of Air Quality
601 57th Street SE
Charleston, WV 25 4
Phone (304) 926-0475
Fax (304) 926-0479
www.dep.wv.gov

G70-D GENERAL PERMIT REGISTRATION APPLICATION

PREVENTION AND CONTROL OF AIR POLLUTION IN REGARD TO THE CONSTRUCTION, MODIFICATION, RELOCATION, ADMINISTRATIVE UPDATE AND OPERATION OF NATURAL GAS PRODUCTION FACILITIES LOCATED AT THE WELL SITE

☐CONSTRUCTION
☐MODIFICATION
☐RELOCATION
☐CLASS I ADMINISTRATIVE UPDATE
☒CLASS II ADMINISTRATIVE UPDATE

SECTION 1. GENERAL INFORMATION

Name of Applicant (as registered with the WV Secretary of State's Office): SWN Production Company, LLC

Federal Employer ID No. (FEIN): 26-4388727

Applicant's Mailing Address: 10000 Energy Drive

City: Spring	State: TX	ZIP Code: 77389

Facility Name: Bonnette MSH Pad

Operating Site Physical Address: 5401 Saint Joseph Road
If none available, list road, city or town and zip of facility.

City: Proctor	Zip Code: 26055	County: Marshall

Latitude & Longitude Coordinates (NAD83, Decimal Degrees to 5 digits):
Latitude: 39.72041
Longitude: -80.71138

SIC Code: 1311 NAICS Code: 211111	DAQ Facility ID No. (For existing facilities) 051 – 00155

CERTIFICATION OF INFORMATION

This G70-D General Permit Registration Application shall be signed below by a Responsible Official. A Responsible Official is a President, Vice President, Secretary, Treasurer, General Partner, General Manager, a member of the Board of Directors, or Owner, depending on business structure. A business may certify an Authorized Representative who shall have authority to bind the Corporation, Partnership, Limited Liability Company, Association, Joint Venture or Sole Proprietorship. Required records of daily throughput, hours of operation and maintenance, general correspondence, compliance certifications and all required notifications must be signed by a Responsible Official or an Authorized Representative. If a business wishes to certify an Authorized Representative, the official agreement below shall be checked off and the appropriate names and signatures entered. **Any administratively incomplete or improperly signed or unsigned G70-D Registration Application will be returned to the applicant. Furthermore, if the G70-D forms are not utilized, the application will be returned to the applicant. No substitution of forms is allowed.**

I hereby certify that Carla Suszkowski is an Authorized Representative and in that capacity shall represent the interest of the business (e.g., Corporation, Partnership, Limited Liability Company, Association Joint Venture or Sole Proprietorship) and may obligate and legally bind the business. If the business changes its Authorized Representative, a Responsible Official shall notify the Director of the Division of Air Quality immediately.

I hereby certify that all information contained in this G70-D General Permit Registration Application and any supporting documents appended hereto is, to the best of my knowledge, true, accurate and complete, and that all reasonable efforts have been made to provide the most comprehensive information possible.

Responsible Official Signature: Carla L Suszkowski
Name and Title: Carla Suszkowski Phone: 832-796-1000 Fax: 405-849-3102
Email: Carla_Suszkowski@SWN.com Date: 2-1-17

If applicable:
Authorized Representative Signature: _____
Name and Title: Phone: Fax:
Email: Date:

If applicable:
Environmental Contact
Name and Title: Clay Murral Phone: 304-884-1715 Fax:
Email: Clay_Murral@SWN.com Date:

OPERATING SITE INFORMATION
Briefly describe the proposed new operation and/or any change(s) to the facility: This application proposes to add one 400-bbl condensate tank and one 400-bbl produced water tank. Fugitive emissions have also been updated based on the equipment changes.
Directions to the facility: From the intersection of CR 2 and CR 7 in New Martinsville, WV, travel east on CR 7 13.36 miles to CR 1/15 (Brock Ridge Road) and turn left onto CR 1/15. Travel 4.02 miles north on CR 1/15 to CR 89 and turn left onto CR 89.Travel 4.70 miles on CR 89 to the intersection of CR 89 and CR 4(Saint Joseph Baker Hill Road) and turn right onto CR 4. There is a church and cemetery at this intersection. The church parking lot will be on your left as you turn onto CR 4.Proceed 4.23 miles on CR 4 to the well pad entrance on the left.

ATTACHMENTS AND SUPPORTING DOCUMENTS	
I have enclosed the following required documents:	
Check payable to WVDEP – Division of Air Quality with the appropriate application fee (per 45CSR13 and 45CSR22). ☒ Check attached to front of application. ☐ I wish to pay by electronic transfer. Contact for payment (incl. name and email address): ☐ I wish to pay by credit card. Contact for payment (incl. name and email address): ☐$500 (Construction, Modification, and Relocation) ☒$300 (Class II Administrative Update) ☒$1,000 NSPS fee for 40 CFR60, Subpart IIII, JJJJ, OOOO and/or OOOOa [1] ☐$2,500 NESHAP fee for 40 CFR63, Subpart ZZZZ and/or HH [2] [1] Only one NSPS fee will apply. [2] Only one NESHAP fee will apply. The Subpart ZZZZ NESHAP fee will be waived for new engines that satisfy requirements by complying with NSPS, Subparts IIII and/or JJJJ. *NSPS and NESHAP fees apply to new construction or if the source is being modified.*	
☒ Responsible Official or Authorized Representative Signature (if applicable)	
☒ Single Source Determination Form **(must be completed)** – Attachment A	
☐ Siting Criteria Waiver (if applicable) – Attachment B	☒ Current Business Certificate – Attachment C
☒ Process Flow Diagram – Attachment D	☒ Process Description – Attachment E
☒ Plot Plan – Attachment F	☒ Area Map – Attachment G
☒ G70-D Section Applicability Form – Attachment H	☒ Emission Units/ERD Table – Attachment I
☒ Fugitive Emissions Summary Sheet – Attachment J	
☒ Gas Well Affected Facility Data Sheet (if applicable) – Attachment K	
☒ Storage Vessel(s) Data Sheet (include gas sample data, USEPA Tanks, simulation software (e.g. ProMax, E&P Tanks, HYSYS, etc.), etc. where applicable) – Attachment L	
☒ Natural Gas Fired Fuel Burning Unit(s) Data Sheet (GPUs, Heater Treaters, In-Line Heaters if applicable) – Attachment M	
☒ Internal Combustion Engine Data Sheet(s) (include manufacturer performance data sheet(s) if applicable) – Attachment N	
☒ Tanker Truck/Rail Car Loading Data Sheet (if applicable) – Attachment O	
☐ Glycol Dehydration Unit Data Sheet(s) (include wet gas analysis, GRI- GLYCalc™ input and output reports and information on reboiler if applicable) – Attachment P	
☒ Pneumatic Controllers Data Sheet – Attachment Q	
☒ Pneumatic Pump Data Sheet – Attachment R	
☒ Air Pollution Control Device/Emission Reduction Device(s) Sheet(s) (include manufacturer performance data sheet(s) if applicable) – Attachment S	
☒ Emission Calculations (please be specific and include all calculation methodologies used) – Attachment T	
☒ Facility-wide Emission Summary Sheet(s) – Attachment U	
☒ Class I Legal Advertisement – Attachment V	
☒ One (1) paper copy and two (2) copies of CD or DVD with pdf copy of application and attachments	

All attachments must be identified by name, divided into sections, and submitted in order.

ATTACHMENT A: SINGLE SOURCE DETERMINATION

ATTACHMENT A - SINGLE SOURCE DETERMINATION FORM

Classifying multiple facilities as one "stationary source" under 45CSR13, 45CSR14, and 45CSR19 is based on the definition of Building, structure, facility, or installation as given in §45-14-2.13 and §45-19-2.12. The definition states:

"Building, Structure, Facility, or Installation" means all of the pollutant-emitting activities which belong to the same industrial grouping, are located on one or more contiguous or adjacent properties, and are under the control of the same person (or persons under common control). Pollutant-emitting activities are a part of the same industrial grouping if they belong to the same "Major Group" (i.e., which have the same two (2)-digit code) as described in the Standard Industrial Classification Manual, 1987 (United States Government Printing Office stock number GPO 1987 0-185-718:QL 3).

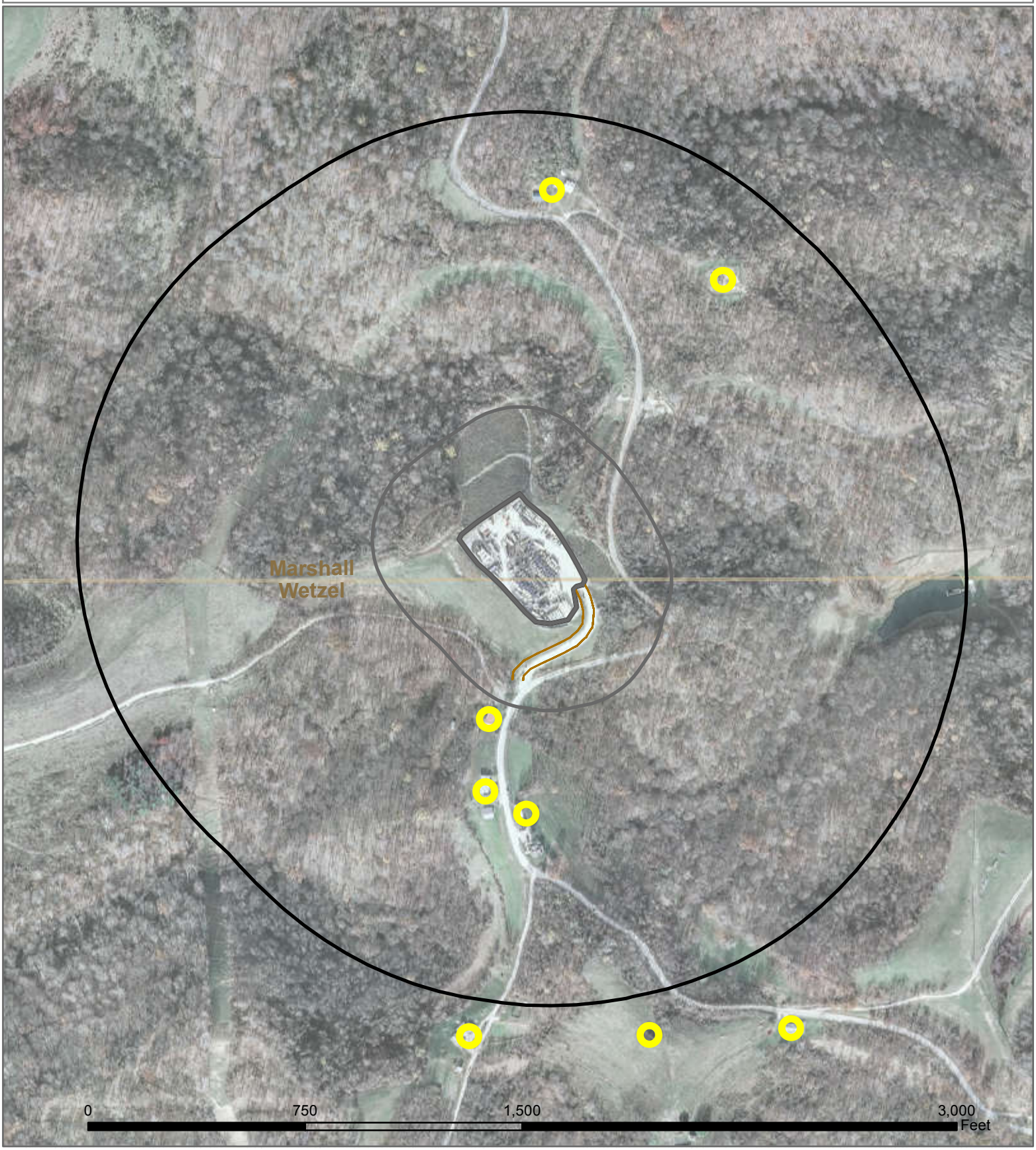
The Source Determination Rule for the oil and gas industry was published in the Federal Register on June 3, 2016 and will become effective on August 2, 2016. EPA defined the term "adjacent" and stated that equipment and activities in the oil and gas sector that are under common control will be considered part of the same source if they are located on the same site or on sites that share equipment and are within ¼ mile of each other.

Is there equipment and activities in the same industrial grouping (defined by SIC code)?
Yes ☐ No ☒

Is there equipment and activities under the control of the same person/people?
Yes ☐ No ☒

Is there equipment and activities located on the same site or on sites that share equipment and are within ¼ mile of each other?
Yes ☐ No ☒

Proximity Map



swn Production Company™

Bonnette Pad

NAD83 UTM Zone 17N
524.714 4,396.876 Kilometers
-80.711638 39.721404 Decimal Degrees

Schools
Residential Structures
Rivers and Lakes
300' Radius
0.25 Mile Radius
Compressor Stations
Processing Plant
Power Plant
Hospital

ATTACHMENT C: BUSINESS REGISTRATION CERTIFICATE

WEST VIRGINIA
STATE TAX DEPARTMENT
BUSINESS REGISTRATION CERTIFICATE

ISSUED TO:
SWN PRODUCTION COMPANY, LLC
5400D BIG TYLER RD
CHARLESTON, WV 25313-1103

BUSINESS REGISTRATION ACCOUNT NUMBER: **2307-3731**

This certificate is issued on: **12/8/2014**

This certificate is issued by
the West Virginia State Tax Commissioner
in accordance with Chapter 11, Article 12, of the West Virginia Code

The person or organization identified on this certificate is registered to conduct business in the State of West Virginia at the location above.

This certificate is not transferrable and must be displayed at the location for which issued.

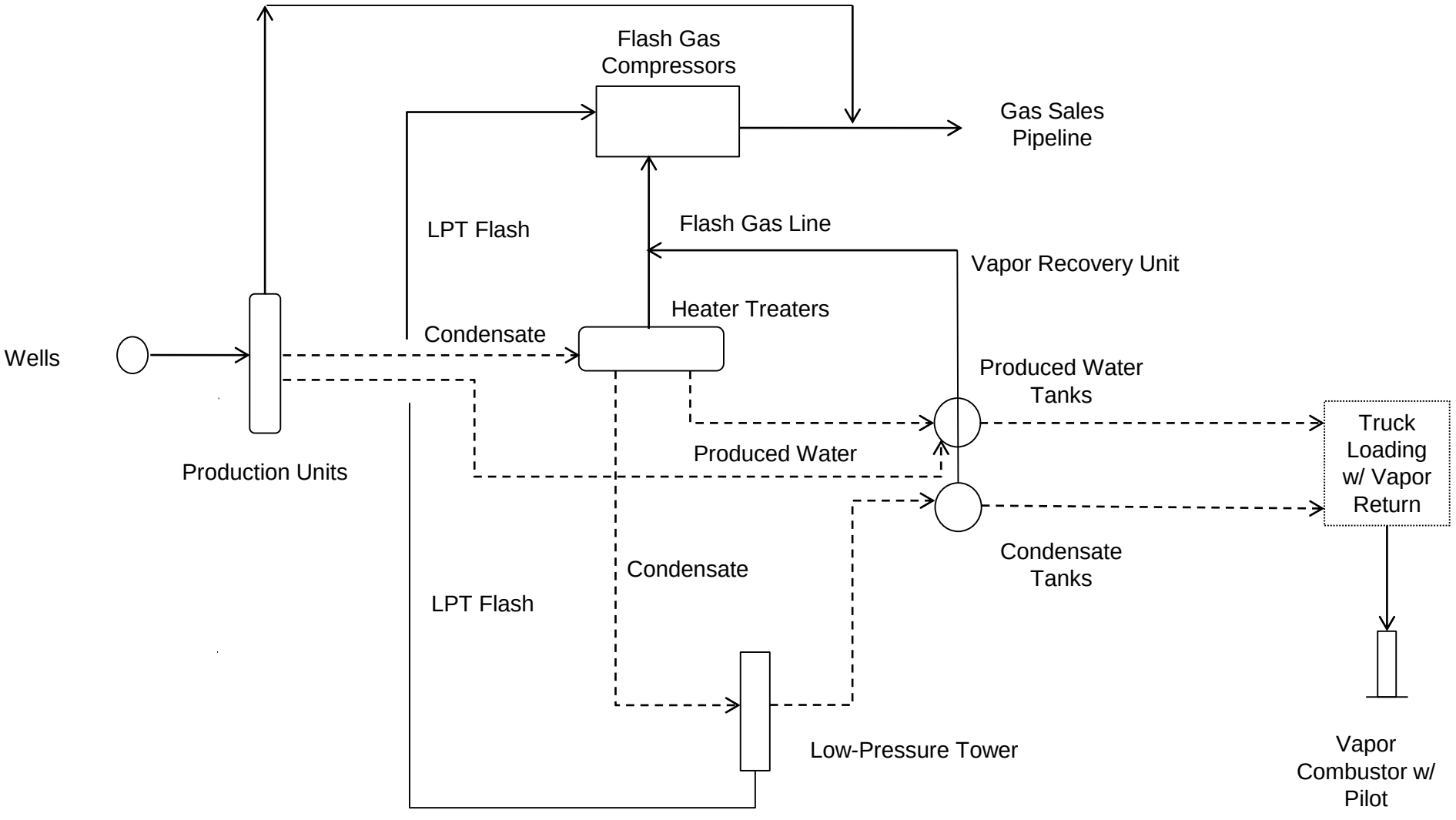
This certificate shall be permanent until cessation of the business for which the certificate of registration was granted or until it is suspended, revoked or cancelled by the Tax Commissioner.

Change in name or change of location shall be considered a cessation of the business and a new certificate shall be required.

TRAVELING/STREET VENDORS: Must carry a copy of this certificate in every vehicle operated by them.
CONTRACTORS, DRILLING OPERATORS, TIMBER/LOGGING OPERATIONS: Must have a copy of this certificate displayed at every job site within West Virginia.

atL006 v.4
L1160094016

ATTACHMENT D: PROCESS FLOW DIAGRAM



Gas/Vapor

Liquids (Condensate and Produced Water)

Note: Drawing is a depiction of general facility process and is not intended to represent facility and/or equipment layout.

SWN Production Company, LLC

Bonnette MSH Pad

Attachment D: Process Flow Diagram

February 2017

ATTACHMENT E: PROCESS DESCRIPTION

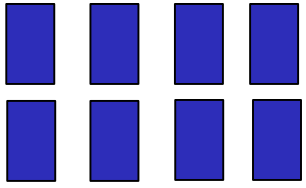
The facility is an oil and natural gas exploration and production facility, responsible for the production of natural gas. Storage of condensate and produced water also occur on-site. A description of the facility process is as follows: Condensate, gas and water come from the eight wellheads to the production units, where the first stage of separation occurs. Produced water is sent from the production units to the produced water tanks. Condensate and residual water are sent to the heater treaters. The flash from the heater treaters is captured via natural gas-fired engine-driven flash gas compressors. Condensate and produced water from the heater treaters are routed to the storage tanks.

The natural gas stream exits the facility for transmission via pipeline. Condensate and produced water are transported offsite via truck. Loading emissions are controlled with vapor return, which has at least 70% capture efficiency, routed to the vapor combustor for at least 98% destruction efficiency. Working, breathing and flashing vapors from the condensate and produced water storage tanks are controlled by the VRU but are represented in the calculations as being controlled by the combustor for operational flexibility and as a conservative calculation of emissions. The vapor combustor will combust emissions with at least 98% efficiency. The vapor combustor has one (1) natural gas-fired pilot to ensure a constant flame for combustion.

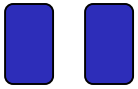
A process flow diagram reflecting facility operations is shown in Attachment D.

ATTACHMENT F: PLOT PLAN

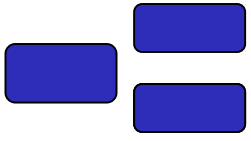
Please note that the simple plot plan provided is only a representation of production/emissions equipment to be installed. Actual location specifications and equipment placement are not to scale.



GPUs

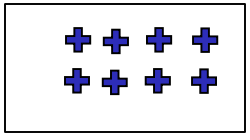


Heater Treaters

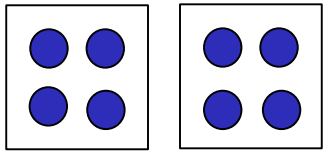


Compressor Engines

Wellheads



Low-Pressure Tower



Condensate/Produced Water Storage Tanks

Vapor Combustor

The equipment demonstrates general location layout and equipment counts may be different than what is shown.

SWN Production Company, LLC
Bonnette MSH Pad
Attachment F: Simple Plot Plan
February 2017

ATTACHMENT G: AREA MAPS

SWN Production Company, LLC
Bonnette MSH Pad
Attachment G: Area Map
February 2017

Bonnette MSH Pad
Attachment G: Area Map with 300' Radius
Wetzel County, West Virginia
February 2017

ATTACHMENT H: G70-D SECTION APPLICABILITY FORM

ATTACHMENT H – G70-D SECTION APPLICABILITY FORM

General Permit G70-D Registration
Section Applicability Form

General Permit G70-D was developed to allow qualified applicants to seek registration for a variety of sources. These sources include gas well affected facilities, storage vessels, gas production units, in-line heaters, heater treaters, glycol dehydration units and associated reboilers, pneumatic controllers, pneumatic pumps, reciprocating internal combustion engines (RICEs), tank truck/rail car loading, fugitive emissions, completion combustion devices, flares, enclosed combustion devices, and vapor recovery systems. All registered facilities will be subject to Sections 1.0, 2.0, 3.0, and 4.0.

General Permit G70-D allows the registrant to choose which sections of the permit they are seeking registration under. Therefore, please mark which additional sections that you are applying for registration under. If the applicant is seeking registration under multiple sections, please select all that apply. Please keep in mind, that if this registration is approved, the issued registration will state which sections will apply to your affected facility.

GENERAL PERMIT G70-D APPLICABLE SECTIONS	
☒Section 5.0	Gas and Oil Well Affected Facility (NSPS, Subpart OOOO/OOOOa)
☒Section 6.0	Storage Vessels Containing Condensate and/or Produced Water[1]
☐Section 7.0	Storage Vessel Affected Facility (NSPS, Subpart OOOO/OOOOa)
☒Section 8.0	Control Devices and Emission Reduction Devices not subject to NSPS Subpart OOOO/OOOOa and/or NESHAP Subpart HH
☒Section 9.0	Small Heaters and Reboilers not subject to 40CFR60 Subpart Dc
☐Section 10.0	Pneumatic Controllers Affected Facility (NSPS, Subpart OOOO/OOOOa)
☐Section 11.0	Pneumatic Pump Affected Facility (NSPS, Subpart OOOOa)
☐Section 12.0	Fugitive Emissions GHG and VOC Standards (NSPS, Subpart OOOOa)
☒Section 13.0	Reciprocating Internal Combustion Engines, Generator Engines
☒Section 14.0	Tanker Truck/Rail Car Loading[2]
☐Section 15.0	Glycol Dehydration Units[3]

1 Applicants that are subject to Section 6 may also be subject to Section 7 if the applicant is subject to the NSPS, Subparts OOOO or OOOOa control requirements or the applicable control device requirements of Section 8.

2 Applicants that are subject to Section 14 may also be subject to control device and emission reduction device requirements of Section 8.

3 Applicants that are subject to Section 15 may also be subject to the requirements of Section 9 (reboilers). Applicants that are subject to Section 15 may also be subject to control device and emission reduction device requirements of Section 8.

ATTACHMENT I: EMISSIONS UNITS/ERD TABLE

ATTACHMENT I - EMISSION UNITS/EMISSION REDUCTION DEVICES (ERD) TABLE

Include ALL emission units and air pollution control devices/ERDs that will be part of this permit application review. Do not include fugitive emission sources in this table. Deminimis storage tanks shall be listed in the Attachment L table. This information is required for all sources regardless of whether it is a construction, modification, or administrative update.

Emission Unit ID[1]	Emission Point ID[2]	Emission Unit Description	Year Installed	Manufac. Date[3]	Design Capacity	Type[4] and Date of Change	Control Device(s)[5]	ERD(s)[6]
EU-ENG1	EP-ENG1	145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	2016	2/13/2015	145-hp	Existing	NSCR	NSCR
EU-ENG2	EP-ENG2	145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	TBD	After 1/1/2011	145-hp	Existing	NSCR	NSCR
EU-ENG3	EP-ENG3	146.2-kw Bucks GM Vortec 5.7L Engine	TBD	after 1/1/2011	146.2-kW	Existing	N/A	N/A
EU-GPU1 to EU-GPU8	EP-GPU1 - EP-GPU8	Eight (8) 1.0-mmBtu/hr GPU Burners	2016	N/A	1-mmBtu/hr	Existing	N/A	N/A
EU-HT1 to EU-HT2	EP-HT1 - EP-HT2	Two (2) 0.5-mmBtu/hr Heater Treaters	2016	N/A	0.5-mmBtu/hr	Existing	N/A	N/A
EU-TANKS-COND	APC-COMB	Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor - Revise	3 - 2016; 1 - TBD	N/A	1,300-bbl/day	Modification	APC-COMB	APC-COMB
EU-TANKS-PW	APC-COMB	Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	3 - 2016; 1 - TBD	N/A	1,000-bbl/day	Modification	APC-COMB	APC-COMB
EU-LOAD-COND	EP-LOAD-COND	Condensate Truck Loading w/ Vapor Return Routed to Combustor	2016	N/A	19,929,000 gal/yr	Existing	APC-COMB	APC-COMB
EU-LOAD-PW	EP-LOAD-PW	Produced Water Truck Loading w/ Vapor Return Routed to Combustor	2016	N/A	15,330,000 gal/yr	Existing	APC-COMB	APC-COMB
APC-COMB	APC-COMB	One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	2016	N/A	15-mmBtu/hr	Existing	N/A	N/A
EU-PILOT	APC-COMB	Vapor Combustor Pilot	2016	N/A	50-scfh	Existing	N/A	N/A
EU-FUG	EP-FUG	Fugitive Emissions - Revise	2016	N/A	N/A	Modification	N/A	N/A
EU-HR	EP-HR	Fugitive Haul Road Emissions	2016	N/A	N/A	Existing	N/A	N/A

[1] For Emission Units (or Sources) use the following numbering system:1S, 2S, 3S,... or other appropriate designation.

[2] For Emission Points use the following numbering system:1E, 2E, 3E, ... or other appropriate designation.

[3] When required by rule

[4] New, modification, removal, existing

[5] For Control Devices use the following numbering system: 1C, 2C, 3C,... or other appropriate designation.

[6] For ERDs use the following numbering system: 1D, 2D, 3D,... or other appropriate designation.

ATTACHMENT J: FUGITIVE EMISSIONS SUMMARY SHEET

Fugitive emissions at this site consist of haul road emissions, condensate and produced water loading operations, and equipment leaks.

ATTACHMENT J – FUGITIVE EMISSIONS SUMMARY SHEET

Sources of fugitive emissions may include loading operations, equipment leaks, blowdown emissions, etc.
Use extra pages for each associated source or equipment if necessary.

Source/Equipment: EU-FUG

Leak Detection Method Used	☐ Audible, visual, and olfactory (AVO) inspections	☐ Infrared (FLIR) cameras	☐ Other (please describe)	☐ None required

Component Type	Closed Vent System	Count	Source of Leak Factors (EPA, other (specify))	Stream type (gas, liquid, etc.)	Estimated Emissions (tpy)		
					VOC	HAP	GHG (methane, CO_2e)
Pumps	☐ Yes ☐ No			☐ Gas ☐ Liquid ☐ Both			
Valves	☐ Yes ☒ No	144 – gas 106 - LL	EPA	☐ Gas ☐ Liquid ☒ Both	1.51 – gas 2.41 – LL	0.03 – gas 0.21 - LL	81.35 – gas 1.17 - LL
Safety Relief Valves	☐ Yes ☒ No	43	EPA	☒ Gas ☐ Liquid ☐ Both	0.88	0.02	47.30
Open Ended Lines	☐ Yes ☐ No			☐ Gas ☐ Liquid ☐ Both			
Sampling Connections	☐ Yes ☐ No			☐ Gas ☐ Liquid ☐ Both			
Connections (Not sampling)	☐ Yes ☒ No	418	EPA	☐ Gas ☒ Liquid ☐ Both	0.80	0.07	0.38
Compressors	☐ Yes ☒ No	9	EPA	☒ Gas ☐ Liquid ☐ Both	0.18	<0.01	9.62
Flanges	☐ Yes ☒ No	571	EPA	☒ Gas ☐ Liquid ☐ Both	0.52	0.01	27.94
Other[1]	☐ Yes ☐ No			☐ Gas ☐ Liquid ☐ Both			

[1] Other equipment types may include compressor seals, relief valves, diaphragms, drains, meters, etc.

Please provide an explanation of the sources of fugitive emissions (e.g. pigging operations, equipment blowdowns, pneumatic controllers, etc.):
Equipment leaks

Please indicate if there are any closed vent bypasses (include component): N/A
Specify all equipment used in the closed vent system (e.g. VRU, ERD, thief hatches, tanker truck/rail car loading, etc.) N/A

TABLE 2-4. OIL AND GAS PRODUCTION OPERATIONS AVERAGE EMISSION FACTORS (kg/hr/source)

Equipment Type	Service[a]	Emission Factor (kg/hr/source)[b]
Valves	Gas	4.5E-03
	Heavy Oil	8.4E-06
	Light Oil	2.5E-03
	Water/Oil	9.8E-05
Pump seals	Gas	2.4E-03
	Heavy Oil	NA
	Light Oil	1.3E-02
	Water/Oil	2.4E-05
Others[c]	Gas	8.8E-03
	Heavy Oil	3.2E-05
	Light Oil	7.5E-03
	Water/Oil	1.4E-02
Connectors	Gas	2.0E-04
	Heavy Oil	7.5E-06
	Light Oil	2.1E-04
	Water/Oil	1.1E-04
Flanges	Gas	3.9E-04
	Heavy Oil	3.9E-07
	Light Oil	1.1E-04
	Water/Oil	2.9E-06
Open-ended lines	Gas	2.0E-03
	Heavy Oil	1.4E-04
	Light Oil	1.4E-03
	Water/Oil	2.5E-04

[a]Water/Oil emission factors apply to water streams in oil service with a water content greater than 50%, from the point of origin to the point where the water content reaches 99%. For water streams with a water content greater than 99%, the emission rate is considered negligible.

[b]These factors are for total organic compound emission rates (including non-VOC's such as methane and ethane) and apply to light crude, heavy crude, gas plant, gas production, and off shore facilities. "NA" indicates that not enough data were available to develop the indicated emission factor.

[c]The "other" equipment type was derived from compressors, diaphrams, drains, dump arms, hatches, instruments, meters, pressure relief valves, polished rods, relief valves, and vents. This "other" equipment type should be applied for any equipment type other than connectors, flanges, open-ended lines, pumps, or valves.

ATTACHMENT K: GAS WELL AFFECTED FACILITY DATA SHEET

ATTACHMENT K – GAS WELL AFFECTED FACILITY DATA SHEET

Complete this data sheet if you are the owner or operator of a gas well affected facility for which construction, modification or reconstruction commenced after August 23, 2011. This form must be completed for natural gas well affected facilities regardless of when flowback operations occur (or have occurred).

API Number	Date of Flowback	Date of Well Completion	Green Completion and/or Combustion Device	Subject to OOOO or OOOOa?
047-051-01326	6/27/2012	5/19/2012	Green Completion	OOOO
047-051-01308	6/26/2012	5/29/2012	Green Completion	OOOO
047-051-01832	12/19/2015	12/15/2015	Green Completion	OOOOa
047-051-01831	12/19/2015	12/8/2015	Green Completion	OOOOa
047-051-01830	12/20/2015	12/12/2015	Green Completion	OOOOa
047-051-01827	12/19/2015	12/13/2015	Green Completion	OOOOa
047-051-01828	12/19/2015	12/10/2015	Green Completion	OOOOa
047-051-01829	12/19/2015	12/17/2015	Green Completion	OOOOa

Note: If future wells are planned and no API number is available please list as PLANNED.
If there are existing wells that commenced construction prior to August 23, 2011, please acknowledge as existing.

This is the same API (American Petroleum Institute) well number(s) provided in the well completion notification and as provided to the WVDEP, Office of Oil and Gas for the well permit. The API number may be provided on the application without the state code (047).

Every oil and gas well permitted in West Virginia since 1929 has been issued an API number. This API is used by agencies to identify and track oil and gas wells.

The API number has the following format: 047-001-00001

Where,

047 = State code. The state code for WV is 047.
001 = County Code. County codes are odd numbers, beginning with 001 (Barbour) and continuing to 109 (Wyoming).
00001= Well number. Each well will have a unique well number.

ATTACHMENT L: STORAGE VESSELS DATA SHEET

REPRESENTATIVE GAS ANALYSES

PROMAX PROCESS SIMULATION RESULTS

TANKS 4.0.9D REPORTS

AP-42 AND EPA EMISSION FACTORS

ATTACHMENT L – STORAGE VESSEL DATA SHEET

Complete this data sheet if you are the owner or operator of a storage vessel that contains condensate and/or produced water. This form must be completed for ***each*** new or modified bulk liquid storage vessel(s) that contains condensate and/or produced water. (If you have more than one (1) identical tank (i.e. 4-400 bbl condensate tanks), then you can list all on one (1) data sheet). **Include gas sample analysis, flashing emissions, working and breathing losses, USEPA Tanks, simulation software (ProMax, E&P Tanks, HYSYS, etc.), and any other supporting documents where applicable.**

The following information is REQUIRED:

☒ Composition of the representative sample used for the simulation
☒ For each stream that contributes to flashing emissions:
- ☒ Temperature and pressure (inlet and outlet from separator(s))
- ☒ Simulation-predicted composition
- ☒ Molecular weight
- ☒ Flow rate

☒ Resulting flash emission factor or flashing emissions from simulation
☒ Working/breathing loss emissions from tanks and/or loading emissions if simulation is used to quantify those emissions

Additional information may be requested if necessary.

GENERAL INFORMATION (REQUIRED)

1. Bulk Storage Area Name Condensate Storage	2. Tank Name Four (4) 400-bbl Condensate Storage Tanks
3. Emission Unit ID number EU-TANKS-COND	4. Emission Point ID number APC-COMB
5. Date Installed , Modified or Relocated *(for existing tanks)* 3 – 2016; 1 - TBD Was the tank manufactured after August 23, 2011 and on or before September 18, 2015? ☒ Yes ☐ No Was the tank manufactured after September 18, 2015? ☒ Yes ☐ No	6. Type of change: ☐ New construction ☐ New stored material ☒ Other ☐ Relocation
7A. Description of Tank Modification *(if applicable)* Quantity of tanks.	
7B. Will more than one material be stored in this tank? *If so, a separate form must be completed for each material.* ☐ Yes ☒ No	
7C. Was USEPA Tanks simulation software utilized? ☒ Yes ☐ No ***If Yes, please provide the appropriate documentation and items 8-42 below are not required.***	

1. Bulk Storage Area Name Produced Water Storage	2. Tank Name Four (4) 400-bbl Produced Water Storage Tanks
3. Emission Unit ID number EU-TANKS-PW	4. Emission Point ID number APC-COMB
5. Date Installed , Modified or Relocated *(for existing tanks)* 3 – 2016: 1 - TBD Was the tank manufactured after August 23, 2011 and on or before September 18, 2015? ☒ Yes ☐ No Was the tank manufactured after September 18, 2015? ☒ Yes ☐ No	6. Type of change: ☐ New construction ☐ New stored material ☒ Other ☐ Relocation
7A. Description of Tank Modification *(if applicable)* Quantity of tanks.	
7B. Will more than one material be stored in this tank? *If so, a separate form must be completed for each material.* ☐ Yes ☒ No	
7C. Was USEPA Tanks simulation software utilized? ☒ Yes ☐ No ***If Yes, please provide the appropriate documentation and items 8-42 below are not required.***	

STORAGE TANK DATA TABLE

List all deminimis storage tanks (i.e. lube oil, glycol, diesel etc.)

Source ID #[1]	Status[2]	Content[3]	Volume[4]
EU-TANKS-LUBEOIL	EXIST	Lube Oil	50 gal
EU-TANKS-LUBEOIL	NEW	Lube Oil	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal
EU-TANKS-METHANOL	EXIST	Methanol	50 gal

1. Enter the appropriate Source Identification Numbers (Source ID #) for each storage tank located at the well site. Tanks should be designated T01, T02, T03, etc.
2. Enter storage tank Status using the following:
   - EXIST Existing Equipment
   - NEW Installation of New Equipment
   - REM Equipment Removed
3. Enter storage tank content such as condensate, pipeline liquids, glycol (DEG or TEG), lube oil, diesel, mercaptan etc.
4. Enter the maximum design storage tank volume in gallons.

Chesapeake Energy Corporation
George Gantzer No. 8-H

TABLE 1-B

COMPOSITIONAL ANALYSIS OF THE SEPARATOR GAS, OIL AND MATHEMATICALLY RECOMBINED WELLSTREAM THROUGH C_{11+}

SEPARATOR GOR.....: 16357 Scf/Sep Bbl
SEPARATOR PRESSURE.....: 390 psig
SEPARATOR TEMPERATURE.....: 83 °F

	SEPARATOR GAS		SEPARATOR OIL		WELLSTREAM	
Component	Mole%	* GPM	Mole %	Liquid Volume %	Mole %	* GPM
Hydrogen Sulfide	0.000	0.000	0.000	0.000	0.000	0.000
Nitrogen	0.513	0.000	0.026	0.008	0.483	0.000
Carbon Dioxide	0.149	0.000	0.013	0.006	0.140	0.000
Methane	71.427	0.000	8.861	3.883	67.513	0.000
Ethane	17.491	4.716	9.965	6.891	17.020	4.589
Propane	6.802	1.887	11.708	8.331	7.109	1.972
Iso-butane	0.668	0.220	2.480	2.097	0.781	0.258
N-butane	1.828	0.581	9.597	7.820	2.314	0.735
2-2 Dimethylpropane	0.008	0.003	0.080	0.079	0.012	0.005
Iso-pentane	0.316	0.117	3.603	3.409	0.522	0.192
N-pentane	0.440	0.161	6.541	6.127	0.822	0.300
2-2 Dimethylbutane	0.005	0.002	0.123	0.133	0.012	0.005
Cyclopentane	0.003	0.001	0.000	0.000	0.003	0.001
2-3 Dimethylbutane	0.009	0.004	0.351	0.372	0.030	0.013
2 Methylpentane	0.065	0.027	2.260	2.425	0.202	0.085
3 Methylpentane	0.038	0.016	1.493	1.575	0.129	0.053
Other Hexanes	0.000	0.000	0.000	0.000	0.000	0.000
n-Hexane	0.107	0.044	5.195	5.523	0.425	0.176
Methylcyclopentane	0.008	0.003	0.422	0.386	0.034	0.012
Benzene	0.001	0.000	0.069	0.050	0.005	0.001
Cyclohexane	0.010	0.003	0.744	0.655	0.056	0.019
2-Methylhexane	0.014	0.007	1.868	2.245	0.130	0.061
3-Methylhexane	0.015	0.007	1.690	2.006	0.120	0.055
2,2,4 Trimethylpentane	0.000	0.000	0.000	0.000	0.000	0.000
Other Heptanes	0.013	0.006	0.902	1.015	0.069	0.030
n-Heptane	0.025	0.012	3.836	4.576	0.263	0.123
Methylcyclohexane	0.011	0.004	1.712	1.779	0.117	0.048
Toluene	0.002	0.001	0.328	0.284	0.022	0.008
Other C-8's	0.017	0.008	5.124	6.211	0.336	0.159
n-Octane	0.005	0.003	2.442	3.234	0.157	0.081
Ethylbenzene	0.000	0.000	0.307	0.306	0.019	0.007
M&P-Xylene	0.001	0.000	0.359	0.360	0.023	0.009
O-Xylene	0.000	0.000	0.685	0.673	0.043	0.016
Other C-9's	0.005	0.003	3.105	4.203	0.199	0.105
n-Nonane	0.001	0.001	1.492	2.172	0.094	0.053
Other C10's	0.002	0.001	3.126	4.651	0.197	0.115
n-Decane	0.000	0.000	0.894	1.419	0.056	0.035
Undecanes Plus	0.001	0.001	8.599	15.098	0.539	0.369
TOTAL	100.000	7.837	100.000	100.000	100.000	9.690

TABLE 1-B

COMPOSITIONAL ANALYSIS OF THE SEPARATOR GAS, OIL AND MATHEMATICALLY RECOMBINED WELLSTREAM THROUGH C_{11+}

SEPARATOR GOR.....: 16357 Scf/Sep Bbl
SEPARATOR PRESSURE.....: 390 psig
SEPARATOR TEMPERATURE.....: 83 °F

UNDECANES PLUS (C_{11+}) FRACTION CHARACTERISTICS					
	Specific Gravity		Molecular Weight	Vapor Volume	Gross Heating Value
COMPONENT	°API	**	lb/lb-mole	Scf/Gal	***
Gas	N/A	0.8250	156.000	16.558	8,400
Oil	42.783	0.8119	174.000	14.609	128,920
Wellstream	N/A	0.8119	173.968	14.612	N/A

TOTAL SAMPLE CHARACTERISTICS						
	Specific Gravity		Molecular Weight	Vapor Volume	Gross Heating Value	
					Dry	Saturated
COMPONENT	°API	**	lb/lb-mole	Scf/Gal	***	***
Gas	N/A	0.7718	22.258	127.606	1,352	1,330
Oil	84.980	0.6536	79.788	25.649	N/A	111,577
Wellstream	N/A	0.8928	25.856	46.942	N/A	N/A

* GPM (gallons per Mscf) determined at 14.85 psia and 60 °F

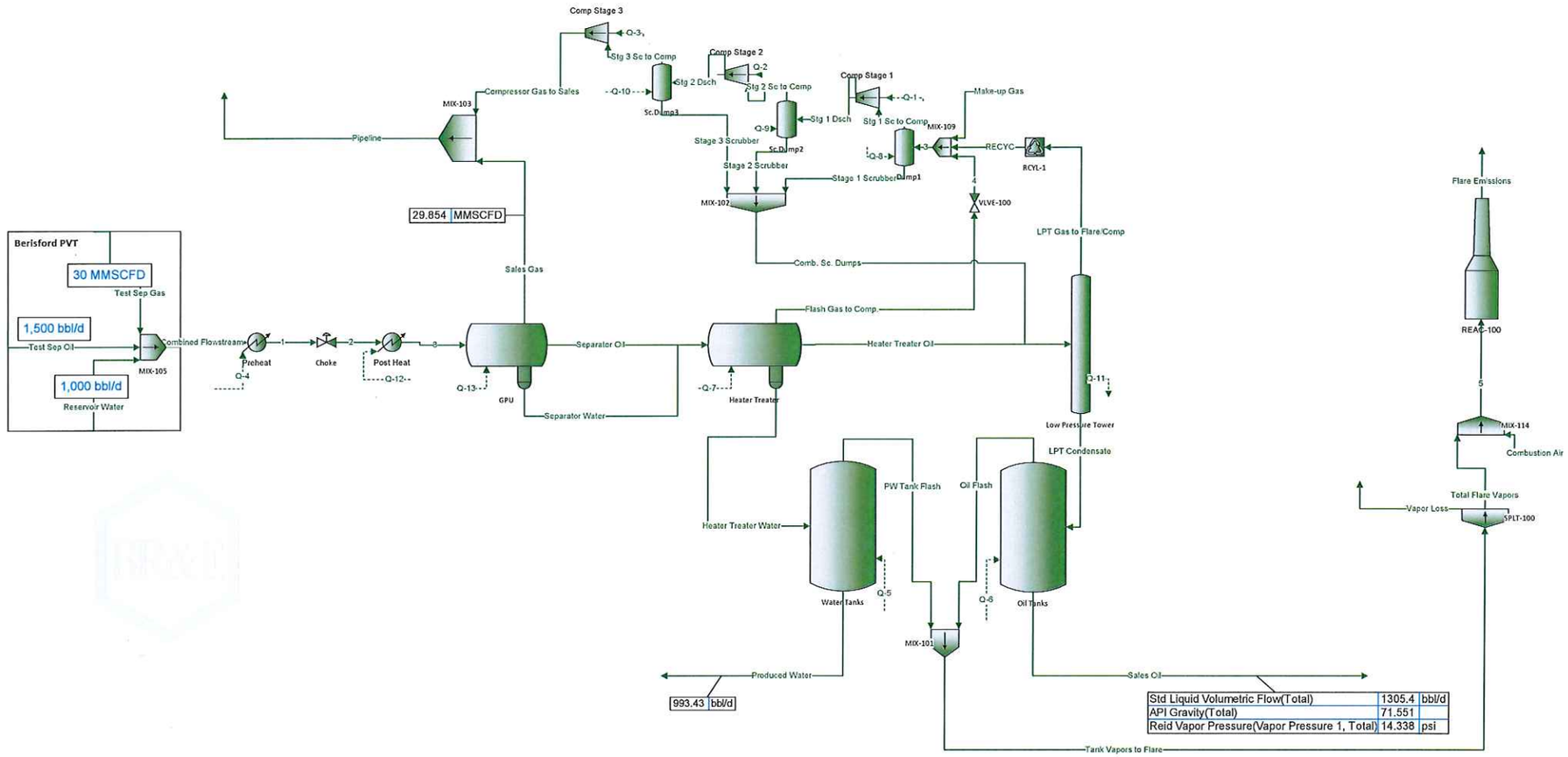
** Gas specific gravity and wellstream specific gravity determined relative to air (SG=1.000).
Oil specific gravity determined relative to water (SG=1.000).

*** Gross Heating Value units for gas (real basis) and oil are BTU/Scf and BTU/Gal, respectively.

Names	Units	Test Sep Gas	Test Sep Oil	Reservoir Water	Oil Flash	PW Tank Flash	Sales Gas	Sales Oil	Produced Water
Temperature	°F	94*	94*	94*	80#	85	75*	80	85#
Pressure	psia	429.7*	429.7*	429.7*	15.196	15.196	364.7*	15.196*	15.196*
Mole Fraction Vapor	%	100	0	0	100	100	100	0	0
Mole Fraction Light Liquid	%	0	100	100	0	0	0	99.527	100
Mole Fraction Heavy Liquid	%	0	0	0	0	0	0	0.47271	0
Molecular Weight	lb/lbmol	21.075	79.801	18.015	50.028	31.618	20.813	97.737	18.016
Molar Flow	lbmol/h	3293.9	176.74	809.87	3.047	0.04399	3277.9	134.69	804.48
Mass Flow	lb/h	69420	14104	14590	152.44	1.3909	68224	13164	14493
Enthalpy	Btu/h	-1.1354e+008	-1.3654e+007	-9.9267e+007	-1.5809e+005	-1865.3	-1.1329e+008	-1.2286e+007	-9.8749e+007
Nitrogen(Mole Fraction)	%	0.433*	0.073002*	0*	0.00051735	0.041366	0.43794	8.1698e-007	4.762e-007
CO2(Mole Fraction)	%	0.18*	0.043001*	0*	0.058611	0.60294	0.17915	0.00089836	0.00027438
C1(Mole Fraction)	%	77.38*	10.266*	0*	1.9277	35.691	77.726	0.0099296	0.00084197
C2(Mole Fraction)	%	14.005*	9.0163*	0*	17.807	28.516	14.005	0.56961	0.00076479
C3(Mole Fraction)	%	4.82*	9.0733*	0*	32.635	18.617	4.7411	3.6917	0.00051838
n-Butane(Mole Fraction)	%	1.329*	7.3102*	0*	18.949	6.9592	1.2326	7.8149	0.00015397
n-Butane(Mole Fraction)	%	1.329*	7.3102*	0*	18.949	6.9592	1.2326	7.8149	0.00015397
2,2-Dimethylpropane(Mole Fraction)	%	0.018*	0.085003*	0*	0.24493	0.041042	0.014898	0.13735	3.9702e-007
Isopentane(Mole Fraction)	%	0.35*	4.1431*	0*	5.4477	1.3053	0.29939	5.7094	1.9096e-005
n-Pentane(Mole Fraction)	%	0.366*	5.5072*	0*	5.6401	1.4694	0.30144	7.8757	2.188e-005

Oil Flash Factor – 4.50 lb/bbl

Produced water – 0.03 lb/bbl


Comp Stage 3
Q-3
Stg 3 Sc to Comp
Comp Stage 2
Q-2
Stg 2 Dsch
Stg 2 Sc to Comp
Comp Stage 1
Q-1
Make-up Gas
Compressor Gas to Sales
Q-10
Sc.Dump3
MIX-103
Stg 1 Dsch
Stg 1 Sc to Comp
MIX-109
Pipeline
Q-9
Stage 3 Scrubber
Sc.Dump2
Q-8
RECYC
RCYL-1
Stage 2 Scrubber
Stage 1 Scrubber
Dump1
MIX-107
VLVE-100
29.854 MMSCFD
LPT Gas to Flare/Comp
Berisford PVT
30 MMSCFD
Test Sep Gas
Comb. Sc. Dumps
Sales Gas
1,500 bbl/d
Test Sep Oil
Combined Flowstreams
Preheat
Choke
Post Heat
Flash Gas to Comp.
Q-4
Q-12
Q-13
GPU
Separator Oil
Heater Treater Oil
Q-7
Heater Treater
Q-11
Low Pressure Tower
MIX-105
1,000 bbl/d
Reservoir Water
Separator Water
LPT Condensate
PW Tank Flash
Oil Flash
Heater Treater Water
Water Tanks
Q-5
Q-6
Oil Tanks
MIX-101
Produced Water
993.43 bbl/d
Sales Oil
Std Liquid Volumetric Flow(Total) 1305.4 bbl/d
API Gravity(Total) 71.551
Reid Vapor Pressure(Vapor Pressure 1, Total) 14.338 psi
Tank Vapors to Flare
Flare Emissions
REAC-100
MIX-114
Combustion Air
Total Flare Vapors
Vapor Loss
SPLT-100

TANKS 4.0.9d
Emissions Report - Summary Format
Tank Indentification and Physical Characteristics

Identification

User Identification:	Bonnette MSH Pad - Condensate
City:	
State:	West Virginia
Company:	SWN Production Company, LLC
Type of Tank:	Vertical Fixed Roof Tank
Description:	One (1) of four (4) 400-bbl condensate tanks modeled as Gasoline RVP 10.

Tank Dimensions

Shell Height (ft):	20.00
Diameter (ft):	12.00
Liquid Height (ft) :	19.00
Avg. Liquid Height (ft):	10.00
Volume (gallons):	16,074.56
Turnovers:	309.95
Net Throughput(gal/yr):	4,982,250.00
Is Tank Heated (y/n):	N

Paint Characteristics

Shell Color/Shade:	White/White
Shell Condition	Good
Roof Color/Shade:	White/White
Roof Condition:	Good

Roof Characteristics

Type:	Cone
Height (ft)	0.00
Slope (ft/ft) (Cone Roof)	0.06

Breather Vent Settings

Vacuum Settings (psig):	-0.03
Pressure Settings (psig)	0.03

Meterological Data used in Emissions Calculations: Pittsburgh, Pennsylvania (Avg Atmospheric Pressure = 14.11 psia)

TANKS 4.0.9d
Emissions Report - Summary Format
Liquid Contents of Storage Tank

Bonnette MSH Pad - Condensate - Vertical Fixed Roof Tank

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F) Avg.	Min.	Max.	Liquid Bulk Temp (deg F)	Vapor Pressure (psia) Avg.	Min.	Max.	Vapor Mol. Weight.	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
Bonnette MSH Pad - Gantzer PVT	All	51.94	47.06	56.81	50.33	7.3119	6.7359	7.9250	50.0280			97.74	Option 4: RVP=10.86

TANKS 4.0.9d
Emissions Report - Summary Format
Individual Tank Emission Totals

Emissions Report for: Annual

Bonnette MSH Pad - Condensate - Vertical Fixed Roof Tank

	Losses(lbs)		
Components	Working Loss	Breathing Loss	Total Emissions
Bonnette MSH Pad - Gantzer PVT	8,574.22	1,155.38	9,729.59

TANKS 4.0.9d
Emissions Report - Summary Format
Tank Indentification and Physical Characteristics

Identification

User Identification:	Bonnette MSH Pad - Produced Water
City:	
State:	West Virginia
Company:	SWN Production Company, LLC
Type of Tank:	Vertical Fixed Roof Tank
Description:	One (1) of four (4) 400-bbl produced water tanks modeled as 1% Gasoline RVP 11 and 99% water.

Tank Dimensions

Shell Height (ft):	20.00
Diameter (ft):	12.00
Liquid Height (ft) :	19.00
Avg. Liquid Height (ft):	10.00
Volume (gallons):	16,074.56
Turnovers:	238.42
Net Throughput(gal/yr):	3,832,500.00
Is Tank Heated (y/n):	N

Paint Characteristics

Shell Color/Shade:	White/White
Shell Condition	Good
Roof Color/Shade:	White/White
Roof Condition:	Good

Roof Characteristics

Type:	Cone
Height (ft)	0.00
Slope (ft/ft) (Cone Roof)	0.06

Breather Vent Settings

Vacuum Settings (psig):	-0.03
Pressure Settings (psig)	0.03

Meterological Data used in Emissions Calculations: Pittsburgh, Pennsylvania (Avg Atmospheric Pressure = 14.11 psia)

TANKS 4.0.9d
Emissions Report - Summary Format
Liquid Contents of Storage Tank

Bonnette MSH Pad - Produced Water - Vertical Fixed Roof Tank

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F) Avg.	Min.	Max.	Liquid Bulk Temp (deg F)	Vapor Pressure (psia) Avg.	Min.	Max.	Vapor Mol. Weight.	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
Produced Water	All	51.94	47.06	56.81	50.33	0.2043	0.1714	0.2427	20.1493			18.17	
Bonnette MSH Pad - Gantzer PVT						7.3119	6.7359	7.9250	50.0280	0.0100	0.1652	97.74	Option 4: RVP=10.86
Water						0.1911	0.1592	0.2284	18.0200	0.9900	0.8348	18.02	Option 2: A=8.10765, B=1750.286, C=235

TANKS 4.0.9d
Emissions Report - Summary Format
Individual Tank Emission Totals

Emissions Report for: Annual

Bonnette MSH Pad - Produced Water - Vertical Fixed Roof Tank

	Losses(lbs)		
Components	Working Loss	Breathing Loss	Total Emissions
Produced Water	82.41	11.00	93.41
Water	68.80	9.19	77.98
Bonnette MSH Pad - Gantzer PVT	13.61	1.82	15.43

ATTACHMENT M: NATURAL GAS FIRED FUEL BURNING UNITS DATA SHEET

AP-42 EMISSION FACTORS

ATTACHMENT M – SMALL HEATERS AND REBOILERS NOT SUBJECT TO 40CFR60 SUBPART DC
DATA SHEET

Complete this data sheet for each small heater and reboiler not subject to 40CFR60 Subpart Dc at the facility. ***The Maximum Design Heat Input (MDHI) must be less than 10 MMBTU/hr.***

Emission Unit ID#[1]	Emission Point ID#[2]	Emission Unit Description (manufacturer, model #)	Year Installed/ Modified	Type[3] and Date of Change	Maximum Design Heat Input (MMBTU/hr)[4]	Fuel Heating Value (BTU/scf)[5]
EU-GPU1	EP-GPU1	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU2	EP-GPU2	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU3	EP-GPU3	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU4	EP-GPU4	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU5	EP-GPU5	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU6	EP-GPU6	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU7	EP-GPU7	Gas Production Unit Burner	2016	Existing	1.0	905
EU-GPU8	EP-GPU8	Gas Production Unit Burner	2016	Existing	1.0	905
EU-HT1	EP-HT1	Heater Treater	2016	Existing	0.5	905
EU-HT2	EP-HT2	Heater Treater	2016	Existing	0.5	905

1 Enter the appropriate Emission Unit (or Source) identification number for each fuel burning unit located at the production pad. Gas Producing Unit Burners should be designated GPU-1, GPU-2, etc. Heater Treaters should be designated HT-1, HT-2, etc. Heaters or Line Heaters should be designated LH-1, LH-2, etc. For sources, use 1S, 2S, 3S…or other appropriate designation. Enter glycol dehydration unit Reboiler Vent data on the Glycol Dehydration Unit Data Sheet.

2 Enter the appropriate Emission Point identification numbers for each fuel burning unit located at the production pad. Gas Producing Unit Burners should be designated GPU-1, GPU-2, etc. Heater Treaters should be designated HT-1, HT-2, etc. Heaters or Line Heaters should be designated LH-1, LH-2, etc. For emission points, use 1E, 2E, 3E…or other appropriate designation.

3 New, modification, removal

4 Enter design heat input capacity in MMBtu/hr.

5 Enter the fuel heating value in BTU/standard cubic foot.

Table 1.4-1. EMISSION FACTORS FOR NITROGEN OXIDES (NO_x) AND CARBON MONOXIDE (CO) FROM NATURAL GAS COMBUSTION[a]

Combustor Type (MMBtu/hr Heat Input) [SCC]	NO_x[b]		CO	
	Emission Factor ($lb/10^6$ scf)	Emission Factor Rating	Emission Factor ($lb/10^6$ scf)	Emission Factor Rating
Large Wall-Fired Boilers (>100) [1-01-006-01, 1-02-006-01, 1-03-006-01]				
Uncontrolled (Pre-NSPS)[c]	280	A	84	B
Uncontrolled (Post-NSPS)[c]	190	A	84	B
Controlled - Low NO_x burners	140	A	84	B
Controlled - Flue gas recirculation	100	D	84	B
Small Boilers (<100) [1-01-006-02, 1-02-006-02, 1-03-006-02, 1-03-006-03]				
Uncontrolled	100	B	84	B
Controlled - Low NO_x burners	50	D	84	B
Controlled - Low NO_x burners/Flue gas recirculation	32	C	84	B
Tangential-Fired Boilers (All Sizes) [1-01-006-04]				
Uncontrolled	170	A	24	C
Controlled - Flue gas recirculation	76	D	98	D
Residential Furnaces (<0.3) [No SCC]				
Uncontrolled	94	B	40	B

[a] Reference 11. Units are in pounds of pollutant per million standard cubic feet of natural gas fired. To convert from $lb/10^6$ scf to $kg/10^6$ m^3, multiply by 16. Emission factors are based on an average natural gas higher heating value of 1,020 Btu/scf. To convert from $1b/10^6$ scf to lb/MMBtu, divide by 1,020. The emission factors in this table may be converted to other natural gas heating values by multiplying the given emission factor by the ratio of the specified heating value to this average heating value. SCC = Source Classification Code. ND = no data. NA = not applicable.

[b] Expressed as NO_2. For large and small wall fired boilers with SNCR control, apply a 24 percent reduction to the appropriate NO_X emission factor. For tangential-fired boilers with SNCR control, apply a 13 percent reduction to the appropriate NO_X emission factor.

[c] NSPS=New Source Performance Standard as defined in 40 CFR 60 Subparts D and Db. Post-NSPS units are boilers with greater than 250 MMBtu/hr of heat input that commenced construction modification, or reconstruction after August 17, 1971, and units with heat input capacities between 100 and 250 MMBtu/hr that commenced construction modification, or reconstruction after June 19, 1984.

TABLE 1.4-3. EMISSION FACTORS FOR SPECIATED ORGANIC COMPOUNDS FROM NATURAL GAS COMBUSTION[a]

CAS No.	Pollutant	Emission Factor ($lb/10^6$ scf)	Emission Factor Rating
91-57-6	2-Methylnaphthalene[b, c]	2.4E-05	D
56-49-5	3-Methylchloranthrene[b, c]	<1.8E-06	E
	7,12-Dimethylbenz(a)anthracene[b,c]	<1.6E-05	E
83-32-9	Acenaphthene[b,c]	<1.8E-06	E
203-96-8	Acenaphthylene[b,c]	<1.8E-06	E
120-12-7	Anthracene[b,c]	<2.4E-06	E
56-55-3	Benz(a)anthracene[b,c]	<1.8E-06	E
71-43-2	Benzene[b]	2.1E-03	B
50-32-8	Benzo(a)pyrene[b,c]	<1.2E-06	E
205-99-2	Benzo(b)fluoranthene[b,c]	<1.8E-06	E
191-24-2	Benzo(g,h,i)perylene[b,c]	<1.2E-06	E
205-82-3	Benzo(k)fluoranthene[b,c]	<1.8E-06	E
106-97-8	Butane	2.1E+00	E
218-01-9	Chrysene[b,c]	<1.8E-06	E
53-70-3	Dibenzo(a,h)anthracene[b,c]	<1.2E-06	E
25321-22-6	Dichlorobenzene[b]	1.2E-03	E
74-84-0	Ethane	3.1E+00	E
206-44-0	Fluoranthene[b,c]	3.0E-06	E
86-73-7	Fluorene[b,c]	2.8E-06	E
50-00-0	Formaldehyde[b]	7.5E-02	B
110-54-3	Hexane[b]	1.8E+00	E
193-39-5	Indeno(1,2,3-cd)pyrene[b,c]	<1.8E-06	E
91-20-3	Naphthalene[b]	6.1E-04	E
109-66-0	Pentane	2.6E+00	E
85-01-8	Phenanathrene[b,c]	1.7E-05	D

TABLE 1.4-3. EMISSION FACTORS FOR SPECIATED ORGANIC COMPOUNDS FROM NATURAL GAS COMBUSTION (Continued)

CAS No.	Pollutant	Emission Factor ($lb/10^6$ scf)	Emission Factor Rating
74-98-6	Propane	1.6E+00	E
129-00-0	Pyrene[b, c]	5.0E-06	E
108-88-3	Toluene[b]	3.4E-03	C

[a] Reference 11. Units are in pounds of pollutant per million standard cubic feet of natural gas fired. Data are for all natural gas combustion sources. To convert from $lb/10^6$ scf to $kg/10^6$ m^3, multiply by 16. To convert from $1b/10^6$ scf to lb/MMBtu, divide by 1,020. Emission Factors preceeded with a less-than symbol are based on method detection limits.

[b] Hazardous Air Pollutant (HAP) as defined by Section 112(b) of the Clean Air Act.

[c] HAP because it is Polycyclic Organic Matter (POM). POM is a HAP as defined by Section 112(b) of the Clean Air Act.

[d] The sum of individual organic compounds may exceed the VOC and TOC emission factors due to differences in test methods and the availability of test data for each pollutant.

ATTACHMENT N: INTERNAL COMBUSTION ENGINE DATA SHEETS

ENGINE SPECIFICATION SHEETS

AP-42 AND EPA EMISSION FACTORS

ATTACHMENT N – INTERNAL COMBUSTION ENGINE DATA SHEET						
Complete this data sheet for each internal combustion engine at the facility. Include manufacturer performance data sheet(s) or any other supporting document if applicable. Use extra pages if necessary. *Generator(s) and microturbine generator(s) shall also use this form.*						
Emission Unit ID#[1]		EU-ENG1		EU-ENG2		EU-ENG3
Engine Manufacturer/Model		Caterpillar G3306 NA		Caterpillar G3306 NA		Bucks GM Vortec 5.7L
Manufacturers Rated bhp/rpm		145-hp/1,800-rpm		145-hp/1,800-rpm		196.0-hp/2,200-rpm
Source Status[2]		ES		ES		ES
Date Installed/ Modified/Removed/Relocated[3]		2016		TBD		TBD
Engine Manufactured /Reconstruction Date[4]		2/13/2015		TBD		TBD
Check all applicable Federal Rules for the engine (include EPA Certificate of Conformity if applicable)[5]		☒40CFR60 Subpart JJJJ ☐JJJJ Certified? ☐40CFR60 Subpart IIII ☐IIII Certified? ☒40CFR63 Subpart ZZZZ ☐ NESHAP ZZZZ/ NSPS JJJJ Window ☐ NESHAP ZZZZ Remote Sources		☒40CFR60 Subpart JJJJ ☐JJJJ Certified? ☐40CFR60 Subpart IIII ☐IIII Certified? ☒40CFR63 Subpart ZZZZ ☐ NESHAP ZZZZ/ NSPS JJJJ Window ☐ NESHAP ZZZZ Remote Sources		☒40CFR60 Subpart JJJJ ☐JJJJ Certified? ☐40CFR60 Subpart IIII ☐IIII Certified? ☒40CFR63 Subpart ZZZZ ☐ NESHAP ZZZZ/ NSPS JJJJ Window ☐ NESHAP ZZZZ Remote Sources
Engine Type[6]		4SRB		4SRB		4SRB
APCD Type[7]		NSCR		NSCR		NSCR
Fuel Type[8]		PQ		PQ		PQ
H_2S (gr/100 scf)		Negligible		Negligible		Negligible
Operating bhp/rpm		145-hp/1,800-rpm		145-hp/1,800-rpm		196.0-hp/2,200-rpm
BSFC (BTU/bhp-hr)		8,625		8,625		16,185
Hourly Fuel Throughput		1,382 ft^3/hr gal/hr		1,382 ft^3/hr gal/hr		1,949 ft^3/hr gal/hr
Annual Fuel Throughput (Must use 8,760 hrs/yr unless emergency generator)		12.11 $MMft^3$/yr gal/yr		12.11 $MMft^3$/yr gal/yr		17.07 $MMft^3$/yr gal/yr
Fuel Usage or Hours of Operation Metered		Yes ☐ No ☒		Yes ☐ No ☒		Yes ☐ No ☒
Calculation Methodology[9]	**Pollutant**[10]	**Hourly PTE (lb/hr)**[11]	**Annual PTE (tons/year)**[11]	**Hourly PTE (lb/hr)**[11]	**Annual PTE (tons/year)**[11]	**Hourly PTE (lb/hr)**[11]	**Annual PTE (tons/year)**[11]
MD	NO_x	0.32	1.40	0.32	1.40	0.43	1.88
MD	CO	0.64	2.80	0.64	2.80	0.86	3.77
MD	VOC	0.07	0.31	0.07	0.31	0.30	1.31
AP	SO_2	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
AP	PM_{10}	0.01	0.04	0.01	0.04	0.02	0.07
MD	Formaldehyde	0.02	0.09	0.02	0.09	0.04	0.16
AP	Total HAPs	0.03	0.15	0.03	0.15	0.06	0.24
MD and EPA	GHG (CO_2e)	155.19	679.73	155.19	679.73	206.62	905.00

1 Enter the appropriate Source Identification Number for each natural gas-fueled reciprocating internal combustion engine/generator engine located at the well site. Multiple engines should be designated CE-1, CE-2, CE-3 etc. Generator engines should be designated GE-1, GE-2, GE-3 etc. Microturbine generator engines should be designated MT-1, MT-2, MT-3 etc. If more than three (3) engines exist, please use additional sheets.

2 Enter the Source Status using the following codes:

NS	Construction of New Source (installation)	ES	Existing Source
MS	Modification of Existing Source	RS	Relocated Source
REM	Removal of Source		

3 Enter the date (or anticipated date) of the engine's installation (construction of source), modification, relocation or removal.

4 Enter the date that the engine was manufactured, modified or reconstructed.

5 Is the engine a certified stationary spark ignition internal combustion engine according to 40CFR60 Subpart IIII/JJJJ? If so, the engine and control device must be operated and maintained in accordance with the manufacturer's emission-related written instructions. You must keep records of conducted maintenance to demonstrate compliance, but no performance testing is required. If the certified engine is not operated and maintained in accordance with the manufacturer's emission-related written instructions, the engine will be considered a non-certified engine and you must demonstrate compliance as appropriate.

Provide a manufacturer's data sheet for all engines being registered.

6 Enter the Engine Type designation(s) using the following codes:

2SLB	Two Stroke Lean Burn	4SRB	Four Stroke Rich Burn
4SLB	Four Stroke Lean Burn		

7 Enter the Air Pollution Control Device (APCD) type designation(s) using the following codes:

A/F	Air/Fuel Ratio	IR	Ignition Retard
HEIS	High Energy Ignition System	SIPC	Screw-in Precombustion Chambers
PSC	Prestratified Charge	LEC	Low Emission Combustion
NSCR	Rich Burn & Non-Selective Catalytic Reduction	OxCat	Oxidation Catalyst
SCR	Lean Burn & Selective Catalytic Reduction		

8 Enter the Fuel Type using the following codes:

PQ	Pipeline Quality Natural Gas	RG	Raw Natural Gas /Production Gas	D	Diesel

9 Enter the Potential Emissions Data Reference designation using the following codes. Attach all reference data used.

MD	Manufacturer's Data	AP	AP-42	
GR	GRI-HAPCalc™	OT	Other	(please list)

10 Enter each engine's Potential to Emit (PTE) for the listed regulated pollutants in pounds per hour and tons per year. PTE shall be calculated at manufacturer's rated brake horsepower and may reflect reduction efficiencies of listed Air Pollution Control Devices. Emergency generator engines may use 500 hours of operation when calculating PTE. PTE data from this data sheet shall be incorporated in the *Emissions Summary Sheet*.

11 PTE for engines shall be calculated from manufacturer's data unless unavailable.

Engine Air Pollution Control Device
(Emission Unit ID# APC-NSCR-ENG-1, ENG-2, use extra pages as necessary)

Air Pollution Control Device Manufacturer's Data Sheet included?
Yes ☒ No ☐

☒ NSCR ☐ SCR ☐ Oxidation Catalyst

Provide details of process control used for proper mixing/control of reducing agent with gas stream:

Manufacturer: N/A	Model #: N/A
Design Operating Temperature: 1,101 ºF	Design gas volume: 678 scfm
Service life of catalyst:	Provide manufacturer data? ☒Yes ☐ No
Volume of gas handled: acfm at ºF	Operating temperature range for NSCR/Ox Cat: From 600 ºF to 1,250 ºF
Reducing agent used, if any:	Ammonia slip (ppm):

Pressure drop against catalyst bed (delta P): inches of H_2O

Provide description of warning/alarm system that protects unit when operation is not meeting design conditions:

Is temperature and pressure drop of catalyst required to be monitored per 40CFR63 Subpart ZZZZ?
☐ Yes ☒ No

How often is catalyst recommended or required to be replaced (hours of operation)?

How often is performance test required?
☒ Initial
☐ Annual
☐ Every 8,760 hours of operation
☐ Field Testing Required
☐ No performance test required. If so, why (please list any maintenance required and the applicable sections in NSPS/GACT,

G3306 NA

GAS COMPRESSION APPLICATION

GAS ENGINE SITE SPECIFIC TECHNICAL DATA

CATERPILLAR®

ENGINE SPEED (rpm):	1800	FUEL SYSTEM:	LPG IMPCO
COMPRESSION RATIO:	10.5:1		WITH CUSTOMER SUPPLIED AIR FUEL RATIO CONTROL
JACKET WATER OUTLET (°F):	210	**SITE CONDITIONS:**	
COOLING SYSTEM:	JW+OC	FUEL:	Nat Gas
IGNITION SYSTEM:	MAG	FUEL PRESSURE RANGE(psig):	1.5-10.0
EXHAUST MANIFOLD:	WC	FUEL METHANE NUMBER:	84.8
COMBUSTION:	Catalyst	FUEL LHV (Btu/scf):	905
EXHAUST O2 EMISSION LEVEL %:	0.5	ALTITUDE(ft):	500
SET POINT TIMING:	30.0	MAXIMUM INLET AIR TEMPERATURE(°F):	77
		NAMEPLATE RATING:	145 bhp@1800rpm

			MAXIMUM RATING	SITE RATING AT MAXIMUM INLET AIR TEMPERATURE		
RATING	**NOTES**	**LOAD**	**100%**	**100%**	**75%**	**50%**
ENGINE POWER	(1)	bhp	145	145	109	72
INLET AIR TEMPERATURE		°F	77	77	77	77
ENGINE DATA						
FUEL CONSUMPTION (LHV)	(2)	Btu/bhp-hr	7775	7775	8318	9509
FUEL CONSUMPTION (HHV)	(2)	Btu/bhp-hr	8625	8625	9227	10548
AIR FLOW	(3)(4)	lb/hr	922	922	739	556
AIR FLOW WET (77°F, 14.7 psia)	(3)(4)	scfm	208	208	167	125
INLET MANIFOLD PRESSURE	(5)	in Hg(abs)	26.2	26.2	21.8	17.6
EXHAUST STACK TEMPERATURE	(6)	°F	1101	1101	1067	1037
EXHAUST GAS FLOW (@ stack temp, 14.5 psia)	(7)(4)	ft3/min	678	678	532	393
EXHAUST GAS MASS FLOW	(7)(4)	lb/hr	978	978	784	590
EMISSIONS DATA						
NOx (as NO2)	(8)	g/bhp-hr	13.47	13.47	12.15	9.76
CO	(8)	g/bhp-hr	13.47	13.47	11.44	9.56
THC (mol. wt. of 15.84)	(8)	g/bhp-hr	2.20	2.20	2.49	3.22
NMHC (mol. wt. of 15.84)	(8)	g/bhp-hr	0.33	0.33	0.37	0.48
NMNEHC (VOCs) (mol. wt. of 15.84)	(8)(9)	g/bhp-hr	0.22	0.22	0.25	0.32
HCHO (Formaldehyde)	(8)	g/bhp-hr	0.27	0.27	0.31	0.33
CO2	(8)	g/bhp-hr	485	485	525	601
EXHAUST OXYGEN	(10)	% DRY	0.5	0.5	0.5	0.5
HEAT REJECTION						
HEAT REJ. TO JACKET WATER (JW)	(11)	Btu/min	6049	6049	5237	4455
HEAT REJ. TO ATMOSPHERE	(11)	Btu/min	751	751	602	459
HEAT REJ. TO LUBE OIL (OC)	(11)	Btu/min	990	990	857	729
HEAT EXCHANGER SIZING CRITERIA						
TOTAL JACKET WATER CIRCUIT (JW+OC)	(12)	Btu/min	7842			

CONDITIONS AND DEFINITIONS

Engine rating obtained and presented in accordance with ISO 3046/1, adjusted for fuel, site altitude and site inlet air temperature.
100% rating at maximum inlet air temperature is the maximum engine capability for the specified fuel at site altitude and maximum site inlet air temperature.
Max. rating is the maximum capability for the specified fuel at site altitude and reduced inlet air temperature.
Lowest load point is the lowest continuous duty operating load allowed. No overload permitted at rating shown.

For notes information consult page three.

PREPARED BY:
Data generated by Gas Engine Rating Pro Version 3.04.00
Ref. Data Set DM5053-07-000, Printed 31Jan2011

772 Airfield Lane
Sheridan, WY 82801
Office: 307.673.0883
EST@emittechnologies.com

Prepared For:
Jason Stinson
MIDCON COMPRESSION, LP

MANUFACTURED ON OR AFTER 1/1/2011

INFORMATION PROVIDED BY CATERPILLAR

Engine:	G3306 NA
Horsepower:	145
RPM:	1800
Compression Ratio:	10.5:1
Exhaust Flow Rate:	678 CFM
Exhaust Temperature:	1101 °F
Reference:	DM5053-07
Fuel:	Natural Gas
Annual Operating Hours:	8760

Uncontrolled Emissions

NOx:	13.47 g/bhp-hr
CO:	13.47 g/bhp-hr
THC:	2.20 g/bhp-hr
NMHC:	0.33 g/bhp-hr
NMNEHC:	0.22 g/bhp-hr
HCHO:	0.27 g/bhp-hr
Oxygen:	0.50 %

POST CATALYST EMISSIONS

NOx:	<1.0 g/bhp-hr
CO:	<2.0 g/bhp-hr
VOC:	<0.7 g/bhp-hr

CONTROL EQUIPMENT

Catalytic Converter

Model:	**EAH-1200T-0404F-21CEE**
Catalyst Type:	NSCR, Precious group metals
Manufacturer:	EMIT Technologies, Inc.
Element Size:	Round 12 x 3.5
Catalyst Elements:	1
Housing Type:	2 Element Capacity
Catalyst Installation:	Accessible Housing
Construction:	10 gauge Carbon Steel
Sample Ports:	6 (0.5" NPT)
Inlet Connections:	4" Flat Face Flange
Outlet Connections:	4" Flat Face Flange
Configuration:	End In / End Out
Silencer:	Integrated
Silencer Grade:	Hospital
Insertion Loss:	35-40 dBA

Air Fuel Ratio Controller

Model:	**ENG-S-075-T**
Manufacturer:	EMIT Technologies, Inc.
Description:	EDGE NG Air Fuel Ratio Controller 4-Wire Narrowband O2 Sensor Digital Power Valve O2 Sensor Weldment Wiring Harness (2) 25' Type K Thermocouple
Digital Power Valve Size:	0.75" NPT

GM POWERTRAIN Industrial Engines

VORTEC ENGINES

GM Powertrain takes its expertise in designing outstanding Vortec truck and SUV engines and leverages it to make sophisticated yet extremely durable industrial engines.

Applications

Industrial, Agriculture Construction & Oilfield

- **Pumps –** Irrigation, Industrial, Hydraulic, Sludge and Trash
- **Compressors –** Natural Gas and Air
- **Generators –** Prime Power, Standby and Co-Gen
- **Industrial Drives –** Forklifts, Manlifts, Street Sweepers, Wood Chippers, Chillers and Fans
- **Oil and Gas Production –** Gas Compressors, Pump Jacks, Vapor Recovery
- **Wind Machines**
- **Numerous Re-Power & Custom Applications**

Available Factory Installed Options

- Natural Gas and LPG Fuel Systems
- Ignition Systems
- Belt and Pulley Accessory Drives
- Starters and Alternators
- Exhaust Headers and Manifolds
- Mufflers
- SAE 3 Flywheel Housing and Direct Drives
- PTOs: Side Load and In-Line
- Instrument Panel w/Gauges and Safety Shutdowns
- Governors: Electronic and Mechanical
- Engine Mounting Frames and Enclosures
- Three Way Catalyst

Vortec™ 5.7L 8 Cylinder - 350 Cubic Inches

Features & Benefits

- Three way catalyst and closed loop fuel system for EPA/CARB emission certified engines
- Designed for propane and natural gas fuel
- Intake manifold is standard on the engine
- Hydraulic roller lifter camshaft is optimized for maximum performance
- Composite front cover for noise reduction
- Nodular iron crankshaft for increased strength and durability
- High Energy Ignition (HEI) distributor and coil are standard
- Induction-hardened inlet valve seats and sintered powder metal exhaust valve seat inserts for maximum durability
- World-class engine sealing system uses composite cylinder head gasket with steel cores, a one piece main crankshaft seal, a one piece oil pan seal and molded rocker cover seals
- Positive inlet valve stem seals to control oil consumption
- Common GM Powertrain industrial engine rear face for easy housing installation

UE Powertrain
Buck's Engines

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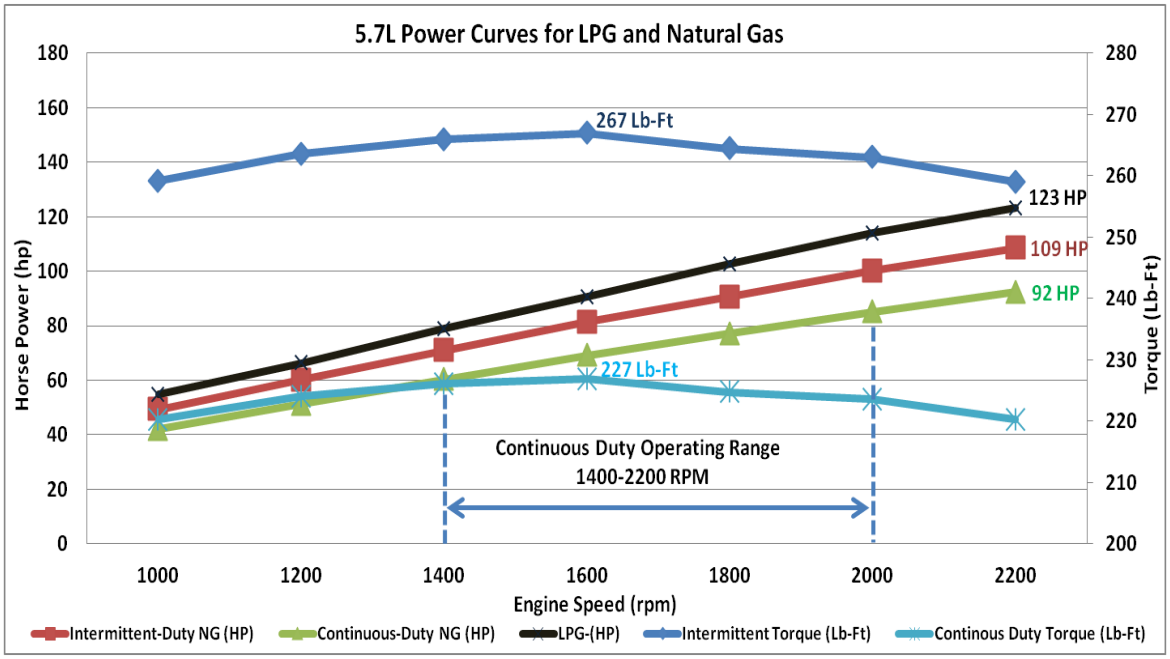
Buck's Engines combines over 50 years of engine application experience with General Motors' expertise in designing outstanding Vortec engines and utilizes this partnership to manufacture extremely durable industrial engines.

GM POWERTRAIN Industrial Engines

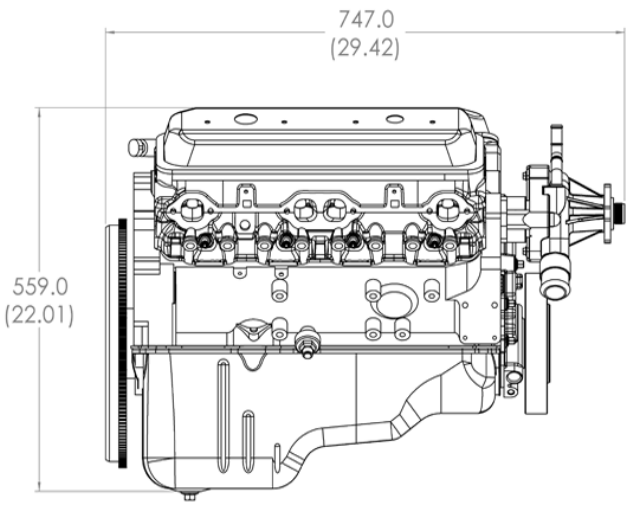
Vortec™ 5.7L 8 Cylinder – 350 Cubic Inches

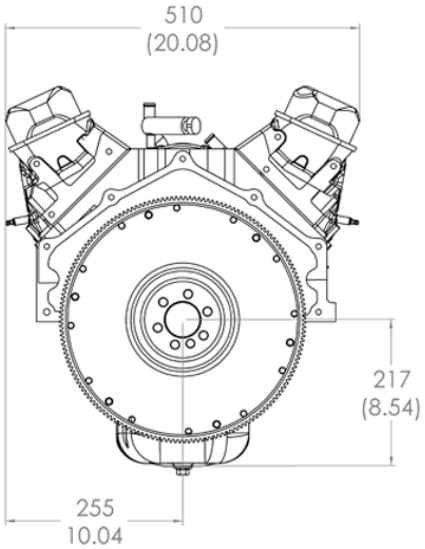


Power and torque values provided by Buck's Engines per SAE1349. Actual power levels may vary depending on fuel selection and quality, calibration, application, altitude and ambient air temperatures.

CONTINUOUS BRAKE HORSEPOWER

GEARHEAD	1x1	6x5	5x4
ENGINE RPM	1760	2112	2200
BHP	73	87	92





Specifications and Materials

- **Type:** 90° 5.7L V8
- **Displacement:** 350 cld (5736 cc)
- **Compression Ratio:** 9.4:1
- **Valve Configuration:** Overhead/Pushrod Actuated
- **Valve Lifters:** Overhead/Pushrod Actuated
- **Bore x Stroke:** 4.00 x 3.48 in (101.60 x 88.39 mm)
- **Main Bearing Caps:** 2-Bolt
- **Balance Method:** External
- **Intake Manifold:** Four Barrel
- **Firing Order:** 1-8-4-3-6-5-7-2
- **Oil Pan Capacity:** 5 qt without oil filter
- **Fuel Type:** Propane or Natural Gas
- **Engine Rotation:** Clockwise (from the front)
- **Paint Protection:** Component Painted
- **Shipping Weight:** 434 lb (197 kg)
- **Block:** Cast Iron
- **Cylinder Head:** Cast Iron
- **Intake Manifold:** Cast Aluminum
- **Final Assembly:** Oklahoma City, OK USA

Manufactured with US, North American and Global Sourced Content

Vortec 5.7L V-8

Industrial

The Vortec 5.7L V-8 engine delivers excellent performance and durability for a variety of applications.

- High-flow cylinder head with straighter intake ports and a higher compression ratio delivers impressive horsepower
- Valvetrain features advanced design silent timing chain for added durability and positive inlet valve stem seals for reduced oil consumption
- Roller valve lifters for reduced friction and improved performance
- Composite front timing cover for noise reduction and corrosion protection
- Water pump features include:
- Revised housing - a reservoir cavity replaces the weep hole
- Upgraded shaft, bearing, and seal for extended life
- Shrouded impeller for improved efficiency
- Cylinder head gaskets have stainless steel core for corrosion resistance

Available Options

- A Marine Engine Fuel Injection (MEFI) electronic control module and related parts are available in kit form. The controller uses state-of-the-art technology to optimize fuel spark requirements.
- Integral Air Fuel Module (IAFM) inlet manifold (gasoline only).
- EST and HEI distributors and coils are available in kit form.

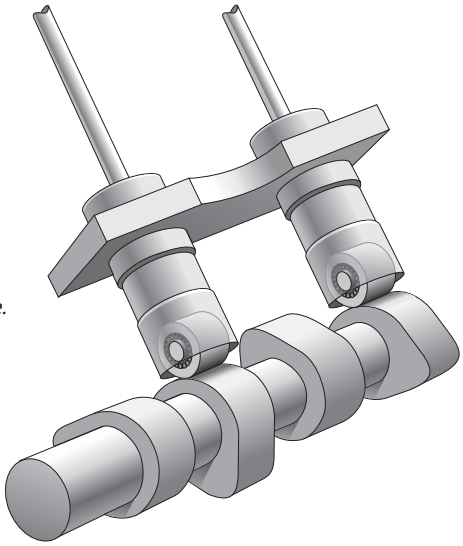
Vortec 5.7L V-8

Feature Focus

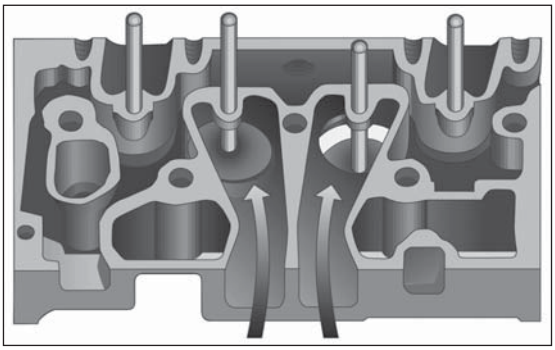
All GM industrial engines are Vortec engines. Vortec means uncompromised power — outstanding power with no sacrifice in fuel efficiency or durability and very little required maintenance.

GM Powertrain takes its expertise in designing outstanding Vortec truck and SUV engines and leverages it to make sophisticated yet extremely durable industrial engines. In addition, the well-recognized Vortec brand name by itself has become a valuable selling tool for OEMs.

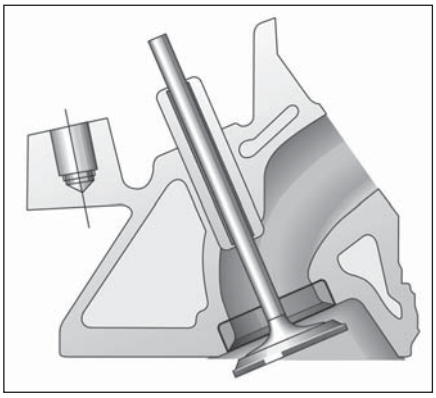
The Vortec 5.7L V-8 engine is part of GM's small block V-8 series, one of the most successful engines in automotive history.



Roller valve lifters reduce friction and improve performance.



A high-flow cylinder head with straighter intake ports and a higher compression ratio delivers significantly better combustion for all fuels.



The exhaust valve seat inserts in the cylinder head provide superb durability.

Vortec 5.7L V-8

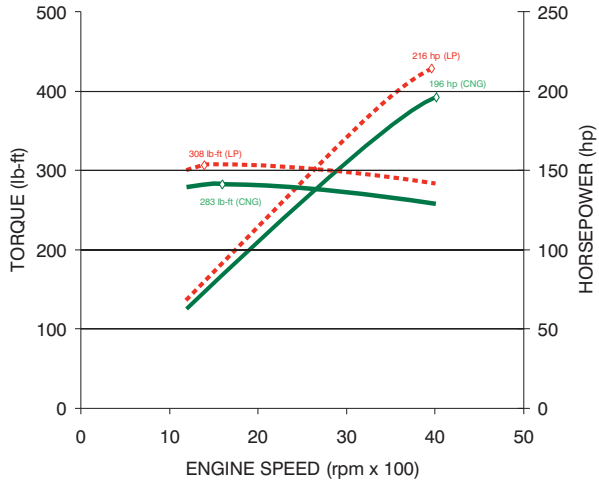
Specifications

Vortec 5.7L V-8 Specification Focus

Type: 5.7L V-8 Gen 1e Small Block
Displacement: 350 cid (5736 cc)
Engine Orientation: Longitudinal
Compression Ratio: 9.4:1
Valve Configuration: Overhead Valves (2 valves per cylinder)
Assembly Site: Toluca, Mexico
Valve Lifters: Hydraulic Roller
Firing Order: 1-8-4-3-6-5-7-2
Bore x Stroke: 101.60 x 88.39 mm
Bore Center: 111.76 mm
Bore Area: 648.59 cm²
Fuel System: None
Fuel Type: LP & CNG
Horsepower:
216 hp (161 kW) @ 4000 rpm (Propane)
196 hp (146 kW) @ 4000 rpm (Natural Gas)
Torque:
308 lb-ft (418 Nm) @ 1400 rpm (Propane)
283 lb-ft (384 Nm) @ 1600 rpm (Natural Gas)

Actual power levels may vary depending on OEM calibration and application.

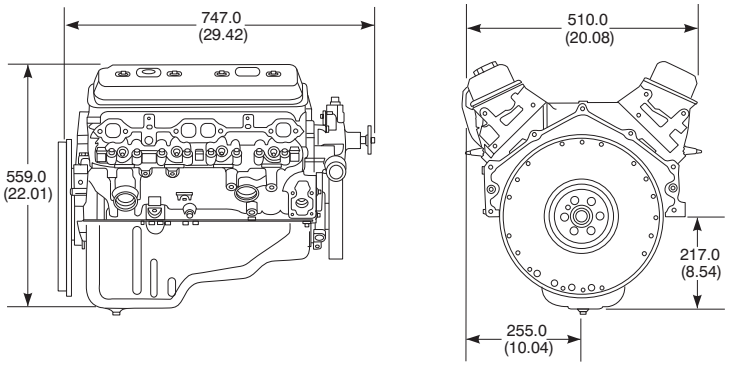
Fuel Shutoff: N/A
Shipping Weight: 432 lb (196 kg)
Emissions Controls: Positive Crankcase Ventilation



Actual power levels may vary depending on OEM calibration and application.

Materials:
Block: Cast Iron GM232-M
Cylinder Head: Cast Iron
Intake Manifold: None
Exhaust Manifold: None
Main Bearing Caps: Cast Iron GM232-M
Crankshaft: Nodular Iron
Camshaft: 5150 Steel Billet
Connecting Rods: Forged - SAE 1141

Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.



5.7L Bucks Engine-Out Emissions on Pipeline Natural Gas

Engine	5.7L Bucks	5.7L Bucks	5.7L Bucks
Test Description	Steady-State Raw Engine-Out Emissions	Steady-State Raw Engine-Out Emissions	Steady-State Raw Engine-Out Emissions
Date	1/4/08	1/4/08	1/4/08
Flywheel	Bucks Cert Cell 5	Bucks Cert Cell 6	Bucks Cert Cell 7
Catalyst	Model TG192W-3, SN NX-0316	Model TG192W-3, SN NX-0316	Model TG192W-3, SN NX-0316
Calibration	MI07SEQ064_GM574X_B_EMS_D_015.cal	MI07SEQ064_GM574X_B_EMS_D_015.cal	MI07SEQ064_GM574X_B_EMS_D_015.cal
Speed	2400	2400	2400
TQ (Nm)	337	337	337
UEGO PHI	0.990	1.000	1.010
Fuel	Pipeline NG	Pipeline NG	Pipeline NG
THC ppm	597	586	616
NMHC ppm (est)	35.8	35.2	36.9
NOx ppm	2007	2001	2056
NMHC + NOx ppm	2043	2036	2093
CO %	0.927	1.120	1.287
CO2 %	10.36	10.27	10.27
BTE	31.2	31.2	31.2
NOTES	PHI using UEGO Sensor	PHI using UEGO Sensor	PHI using UEGO Sensor

Table 3.2-3. UNCONTROLLED EMISSION FACTORS FOR 4-STROKE RICH-BURN ENGINES[a]
(SCC 2-02-002-53)

Pollutant	Emission Factor (lb/MMBtu)[b] (fuel input)	Emission Factor Rating
Criteria Pollutants and Greenhouse Gases		
NO_x[c] 90 - 105% Load	2.21 E+00	A
NO_x[c] <90% Load	2.27 E+00	C
CO[c] 90 - 105% Load	3.72 E+00	A
CO[c] <90% Load	3.51 E+00	C
CO_2[d]	1.10 E+02	A
SO_2[e]	5.88 E-04	A
TOC[f]	3.58 E-01	C
Methane[g]	2.30 E-01	C
VOC[h]	2.96 E-02	C
PM10 (filterable)[i,j]	9.50 E-03	E
PM2.5 (filterable)[j]	9.50 E-03	E
PM Condensable[k]	9.91 E-03	E
Trace Organic Compounds		
1,1,2,2-Tetrachloroethane[l]	2.53 E-05	C
1,1,2-Trichloroethane[l]	<1.53 E-05	E
1,1-Dichloroethane	<1.13 E-05	E
1,2-Dichloroethane	<1.13 E-05	E
1,2-Dichloropropane	<1.30 E-05	E
1,3-Butadiene[l]	6.63 E-04	D
1,3-Dichloropropene[l]	<1.27 E-05	E
Acetaldehyde[l,m]	2.79 E-03	C
Acrolein[l,m]	2.63 E-03	C
Benzene[l]	1.58 E-03	B
Butyr/isobutyraldehyde	4.86 E-05	D
Carbon Tetrachloride[l]	<1.77 E-05	E

Table 3.2-3. UNCONTROLLED EMISSION FACTORS FOR 4-STROKE RICH-BURN ENGINES (Concluded)

Pollutant	Emission Factor (lb/MMBtu)[b] (fuel input)	Emission Factor Rating
Chlorobenzene[l]	<1.29 E-05	E
Chloroform[l]	<1.37 E-05	E
Ethane[n]	7.04 E-02	C
Ethylbenzene[l]	<2.48 E-05	E
Ethylene Dibromide[l]	<2.13 E-05	E
Formaldehyde[l,m]	2.05 E-02	A
Methanol[l]	3.06 E-03	D
Methylene Chloride[l]	4.12 E-05	C
Naphthalene[l]	<9.71 E-05	E
PAH[l]	1.41 E-04	D
Styrene[l]	<1.19 E-05	E
Toluene[l]	5.58 E-04	A
Vinyl Chloride[l]	<7.18 E-06	E
Xylene[l]	1.95 E-04	A

[a] Reference 7. Factors represent uncontrolled levels. For NO_x, CO, and PM-10, "uncontrolled" means no combustion or add-on controls; however, the factor may include turbocharged units. For all other pollutants, "uncontrolled" means no oxidation control; the data set may include units with control techniques used for NOx control, such as PCC and SCR for lean burn engines, and PSC for rich burn engines. Factors are based on large population of engines. Factors are for engines at all loads, except as indicated. SCC = Source Classification Code. TOC = Total Organic Compounds. PM10 = Particulate Matter ≤ 10 microns (μm) aerodynamic diameter. A "<" sign in front of a factor means that the corresponding emission factor is based on one-half of the method detection limit.

[b] Emission factors were calculated in units of (lb/MMBtu) based on procedures in EPA Method 19. To convert from (lb/MMBtu) to (lb/10^6 scf), multiply by the heat content of the fuel. If the heat content is not available, use 1020 Btu/scf. To convert from (lb/MMBtu) to (lb/hp-hr) use the following equation:

$$\text{lb/hp-hr} = (\text{lb/MMBtu})(\text{heat input, MMBtu/hr})(\text{1/operating HP, 1/hp})$$

[c] Emission tests with unreported load conditions were not included in the data set.

[d] Based on 99.5% conversion of the fuel carbon to CO_2. CO_2 [lb/MMBtu] = (3.67)(%CON)(C)(D)(1/h), where %CON = percent conversion of fuel carbon to CO_2,

C = carbon content of fuel by weight (0.75), D = density of fuel, 4.1 E+04 lb/10^6 scf, and h = heating value of natural gas (assume 1020 Btu/scf at 60°F).

[e] Based on 100% conversion of fuel sulfur to SO_2. Assumes sulfur content in natural gas of 2,000 gr/10^6scf.

[f] Emission factor for TOC is based on measured emission levels from 6 source tests.

[g] Emission factor for methane is determined by subtracting the VOC and ethane emission factors from the TOC emission factor.

[h] VOC emission factor is based on the sum of the emission factors for all speciated organic compounds. Methane and ethane emissions were not measured for this engine category.

[i] No data were available for uncontrolled engines. PM10 emissions are for engines equipped with a PCC.

[j] Considered ≤ 1 μm in aerodynamic diameter. Therefore, for filterable PM emissions, PM10(filterable) = PM2.5(filterable).

[k] No data were available for condensable emissions. The presented emission factor reflects emissions from 4SLB engines.

[l] Hazardous Air Pollutant as defined by Section 112(b) of the Clean Air Act.

[m] For rich-burn engines, no interference is suspected in quantifying aldehyde emissions. The presented emission factors are based on FTIR and CARB 430 emissions data measurements.

[n] Ethane emission factor is determined by subtracting the VOC emission factor from the NMHC emission factor.

ATTACHMENT O: TANKER TRUCK LOADING DATA SHEET

ATTACHMENT O – TANKER TRUCK/RAIL CAR LOADING DATA SHEET

Complete this data sheet for each new or modified bulk liquid transfer area or loading rack at the facility. This is to be used for bulk liquid transfer operations to tanker trucks/rail cars. Use extra pages if necessary.

Truck/Rail Car Loadout Collection Efficiencies

The following applicable capture efficiencies of a truck/rail car loadout are allowed:

- For tanker trucks/rail cars passing the MACT level annual leak test – 99.2%
- For tanker trucks/rail cars passing the NSPS level annual leak test – 98.7%
- For tanker trucks/rail cars not passing one of the annual leak tests listed above – 70%

Compliance with this requirement shall be demonstrated by keeping records of the applicable MACT or NSPS Annual Leak Test certification for ***every*** truck and railcar loaded/unloaded. This requirement can be satisfied if the trucking/rail car company provided certification that its entire fleet was compliant. This certification must be submitted in writing to the Director of the DAQ. These additional requirements must be noted in the Registration Application.

Emission Unit ID#: EU-LOAD-COND	Emission Point ID#: EP-LOAD-COND/APC-COMB	Year Installed/Modified: 2016
Emission Unit Description: Condensate Truck Loading Emissions		
Loading Area Data		
Number of Pumps: 1	Number of Liquids Loaded: 1	Max number of trucks/rail cars loading at one (1) time: 1
Are tanker trucks/rail cars pressure tested for leaks at this or any other location? ☐ Yes ☒ No ☐ Not Required If Yes, Please describe:		
Provide description of closed vent system and any bypasses. Vapors are collected and routed to a vapor combustor.		
Are any of the following truck/rail car loadout systems utilized? ☐ Closed System to tanker truck/rail car passing a MACT level annual leak test? ☐ Closed System to tanker truck/rail car passing a NSPS level annual leak test? ☐ Closed System to tanker truck/rail car not passing an annual leak test and has vapor return?		

Projected Maximum Operating Schedule (for rack or transfer point as a whole)

Time	Jan – Mar	Apr - Jun	Jul – Sept	Oct - Dec
Hours/day	24	24	24	24
Days/week	5	5	5	5

Bulk Liquid Data (use extra pages as necessary)

Liquid Name	Condensate		
Max. Daily Throughput (1000 gal/day)	54.6		
Max. Annual Throughput (1000 gal/yr)	19,929		
Loading Method[1]	SUB		
Max. Fill Rate (gal/min)	125		
Average Fill Time (min/loading)	Approx. 60		
Max. Bulk Liquid Temperature (°F)	50.33		
True Vapor Pressure[2]	7.925		
Cargo Vessel Condition[3]	U		
Control Equipment or Method[4]	O = Vapor Return/ Combustion Controls		

Max. Collection Efficiency (%)		70%		
Max. Control Efficiency (%)		98%		
Max.VOC Emission Rate	Loading (lb/hr)	13.07		
	Annual (ton/yr)	17.37		
Max.HAP Emission Rate	Loading (lb/hr)	1.06		
	Annual (ton/yr)	1.41		
Estimation Method[5]		O = Promax process simulation		

Emission Unit ID#: EU-LOAD-PW	Emission Point ID#: EP-LOAD-PW/APC-COMB	Year Installed/Modified: 2016
Emission Unit Description: Produced Water Loading Emissions		
Loading Area Data		
Number of Pumps: 1	Number of Liquids Loaded: 1	Max number of trucks/rail cars loading at one (1) time: 1
Are tanker trucks/rail cars pressure tested for leaks at this or any other location? ☐ Yes ☒ No ☐ Not Required If Yes, Please describe:		
Provide description of closed vent system and any bypasses. Vapors are collected and routed to a vapor combustor.		
Are any of the following truck/rail car loadout systems utilized? ☐ Closed System to tanker truck/rail car passing a MACT level annual leak test? ☐ Closed System to tanker truck/rail car passing a NSPS level annual leak test? ☐ Closed System to tanker truck/rail car not passing an annual leak test and has vapor return?		

Projected Maximum Operating Schedule (for rack or transfer point as a whole)				
Time	Jan – Mar	Apr - Jun	Jul – Sept	Oct - Dec
Hours/day	24	24	24	24
Days/week	5	5	5	5

Bulk Liquid Data (use extra pages as necessary)				
Liquid Name		Produced Water		
Max. Daily Throughput (1000 gal/day)		42		
Max. Annual Throughput (1000 gal/yr)		15,330		
Loading Method[1]		SUB		
Max. Fill Rate (gal/min)		125		
Average Fill Time (min/loading)		Approx. 60		
Max. Bulk Liquid Temperature (°F)		50.33		
True Vapor Pressure[2]		0.2427		
Cargo Vessel Condition[3]		U		
Control Equipment or Method[4]		O = Vapor Return/ Combustion Controls		
Max. Collection Efficiency (%)		70%		
Max. Control Efficiency (%)		98%		
Max.VOC Emission Rate	Loading (lb/hr)	0.16		
	Annual (ton/yr)	0.16		
	Loading (lb/hr)	0.01		

Max.HAP Emission Rate	Annual (ton/yr)	0.01		
Estimation Method[5]		O = Promax process simulation		

1 BF Bottom Fill SP Splash Fill SUB Submerged Fill

2 At maximum bulk liquid temperature

3 B Ballasted Vessel C Cleaned U Uncleaned (dedicated service)
O Other (describe)

4 List as many as apply (complete and submit appropriate Air Pollution Control Device Sheets)
CA Carbon Adsorption VB Dedicated Vapor Balance (closed system)
ECD Enclosed Combustion Device F Flare
TO Thermal Oxidization or Incineration

5 EPA EPA Emission Factor in AP-42 MB Material Balance
TM Test Measurement based upon test data submittal O Other (describe)

loading operation, resulting in high levels of vapor generation and loss. If the turbulence is great enough, liquid droplets will be entrained in the vented vapors.

A second method of loading is submerged loading. Two types are the submerged fill pipe method and the bottom loading method. In the submerged fill pipe method, the fill pipe extends almost to the bottom of the cargo tank. In the bottom loading method, a permanent fill pipe is attached to the cargo tank bottom. During most of submerged loading by both methods, the fill pipe opening is below the liquid surface level. Liquid turbulence is controlled significantly during submerged loading, resulting in much lower vapor generation than encountered during splash loading.

The recent loading history of a cargo carrier is just as important a factor in loading losses as the method of loading. If the carrier has carried a nonvolatile liquid such as fuel oil, or has just been cleaned, it will contain vapor-free air. If it has just carried gasoline and has not been vented, the air in the carrier tank will contain volatile organic vapors, which will be expelled during the loading operation along with newly generated vapors.

Cargo carriers are sometimes designated to transport only one product, and in such cases are practicing "dedicated service". Dedicated gasoline cargo tanks return to a loading terminal containing air fully or partially saturated with vapor from the previous load. Cargo tanks may also be "switch loaded" with various products, so that a nonvolatile product being loaded may expel the vapors remaining from a previous load of a volatile product such as gasoline. These circumstances vary with the type of cargo tank and with the ownership of the carrier, the petroleum liquids being transported, geographic location, and season of the year.

One control measure for vapors displaced during liquid loading is called "vapor balance service", in which the cargo tank retrieves the vapors displaced during product unloading at bulk plants or service stations and transports the vapors back to the loading terminal. Figure 5.2-5 shows a tank truck in vapor balance service filling a service station underground tank and taking on displaced gasoline vapors for return to the terminal. A cargo tank returning to a bulk terminal in vapor balance service normally is saturated with organic vapors, and the presence of these vapors at the start of submerged loading of the tanker truck results in greater loading losses than encountered during nonvapor balance, or "normal", service. Vapor balance service is usually not practiced with marine vessels, although some vessels practice emission control by means of vapor transfer within their own cargo tanks during ballasting operations, discussed below.

Emissions from loading petroleum liquid can be estimated (with a probable error of ±30 percent)[4] using the following expression:

$$L_L = 12.46 \frac{SPM}{T} \quad (1)$$

where:

L_L = loading loss, pounds per 1000 gallons ($lb/10^3$ gal) of liquid loaded

S = a saturation factor (see Table 5.2-1)
P = true vapor pressure of liquid loaded, pounds per square inch absolute (psia) (see Figure 7.1-5, Figure 7.1-6, and Table 7.1-2)
M = molecular weight of vapors, pounds per pound-mole (lb/lb-mole) (see Table 7.1-2)
T = temperature of bulk liquid loaded, °R (°F + 460)

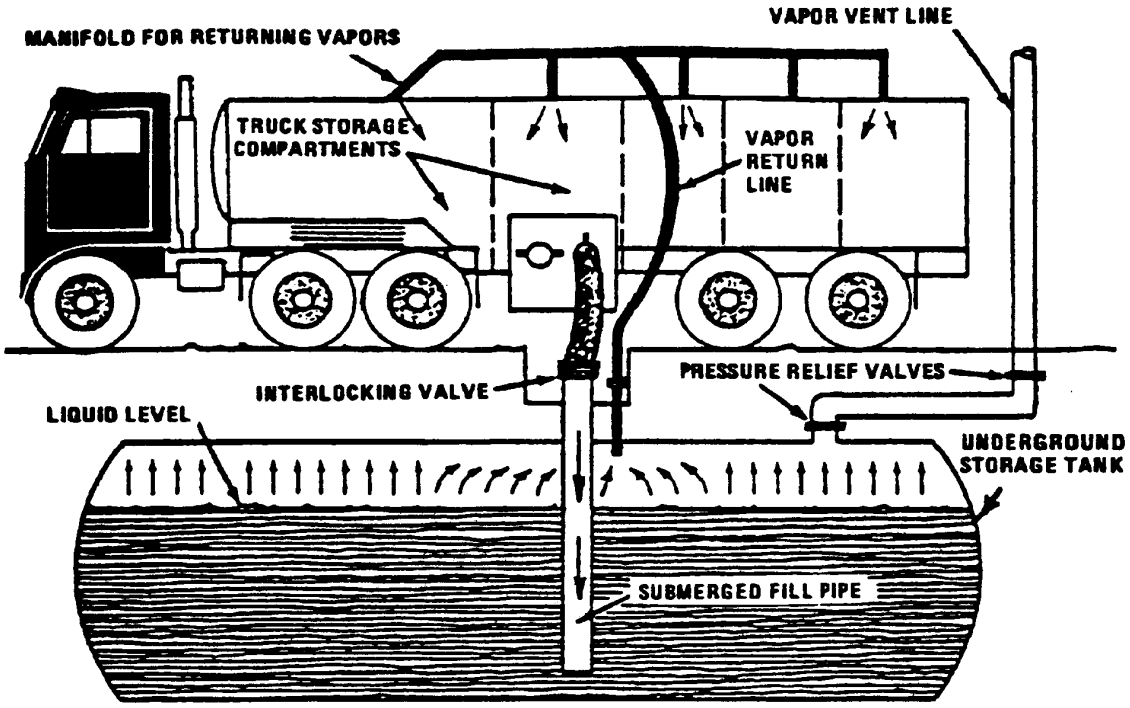


Figure 5.2-5. Tank truck unloading into a service station underground storage tank and practicing "vapor balance" form of emission control.

Table 5.2-1. SATURATION (S) FACTORS FOR CALCULATING PETROLEUM LIQUID LOADING LOSSES

Cargo Carrier	Mode Of Operation	S Factor
Tank trucks and rail tank cars	Submerged loading of a clean cargo tank	0.50
	Submerged loading: dedicated normal service	0.60
	Submerged loading: dedicated vapor balance service	1.00
	Splash loading of a clean cargo tank	1.45
	Splash loading: dedicated normal service	1.45
	Splash loading: dedicated vapor balance service	1.00
Marine vessels[a]	Submerged loading: ships	0.2
	Submerged loading: barges	0.5

[a] For products other than gasoline and crude oil. For marine loading of gasoline, use factors from Table 5.2-2. For marine loading of crude oil, use Equations 2 and 3 and Table 5.2-3.

ATTACHMENT Q: PNEUMATIC CONTROLLERS DATA SHEET

ATTACHMENT Q – PNEUMATIC CONTROLLERS DATA SHEET

Are there any continuous bleed natural gas driven pneumatic controllers at this facility that commenced construction, modification or reconstruction after August 23, 2011, and on or before September 18, 2015?

☐ Yes ☒ No

Please list approximate number.

Are there any continuous bleed natural gas driven pneumatic controllers at this facility that commenced construction, modification or reconstruction after September 18, 2015?

☐ Yes ☒ No

Please list approximate number.

Are there any continuous bleed natural gas driven pneumatic controllers at this facility with a bleed rate greater than 6 standard cubic feet per hour that are required based on functional needs, including but not limited to response time, safety and positive actuation that commenced construction, modification or reconstruction after August 23, 2011, and on or before September 18, 2015?

☐ Yes ☒ No

Please list approximate number.

Are there any continuous bleed natural gas driven pneumatic controllers at this facility with a bleed rate greater than 6 standard cubic feet per hour that are required based on functional needs, including but not limited to response time, safety and positive actuation that commenced construction, modification or reconstruction after September 18, 2015?

☐ Yes ☒ No

Please list approximate number.

ATTACHMENT R: PNEUMATIC PUMP DATA SHEET

ATTACHMENT R – PNEUMATIC PUMP DATA SHEET

Are there any natural gas-driven diaphragm pumps located at a well site that commenced construction, modification or reconstruction after September 18, 2015?

☐ Yes ☒ No

Please list.

Source ID #	Date	Pump Make/Model	Pump Size

ATTACHMENT S: AIR POLLUTION CONTROL DEVICE/EMISSION REDUCTION DEVICES SHEETS

VAPOR COMBUSTION

AP-42 EMISSION FACTORS

ATTACHMENT S – AIR POLLUTION CONTROL DEVICE / EMISSION REDUCTION DEVICE SHEETS

Complete the applicable air pollution control device sheets for each flare, vapor combustor, thermal oxidizer, condenser, adsorption system, vapor recovery unit, BTEX Eliminator, Reboiler with and without Glow Plug, etc. at the facility. Use extra pages if necessary.

Emissions calculations must be performed using the most conservative control device efficiency.

The following five (5) rows are only to be completed if registering an alternative air pollution control device.	
Emission Unit ID:	Make/Model:
Primary Control Device ID:	Make/Model:
Control Efficiency (%):	APCD/ERD Data Sheet Completed: ☐ Yes ☐ No
Secondary Control Device ID:	Make/Model:
Control Efficiency (%):	APCD/ERD Data Sheet Completed: ☐ Yes ☐ No

VAPOR COMBUSTION
(Including Enclosed Combustors)

General Information

Control Device ID#: APC-COMB	Installation Date: 2016 ☐ New ☐ Modified ☐ Relocated	
Maximum Rated Total Flow Capacity 6,125 scfh 147,000 scfd	Maximum Design Heat Input (from mfg. spec sheet) 15 MMBTU/hr	Design Heat Content 2,450 BTU/scf

Control Device Information

Type of Vapor Combustion Control?

☒ Enclosed Combustion Device ☐ Elevated Flare ☐ Ground Flare
☐ Thermal Oxidizer

Manufacturer: MRW Technologies Model: TBF-5.5-30-147000	Hours of operation per year? 8,760

List the emission units whose emissions are controlled by this vapor control device (Emission Point ID#)

Emission Unit ID#	Emission Source Description	Emission Unit ID#	Emission Source Description
EU-TANKS-COND	Condensate Tanks	EU-LOAD-COND	Condensate Truck Loading
EU-TANKS-PW	Produced Water Tanks	EU-LOAD-PW	Produced Water Truck Loading

If this vapor combustor controls emissions from more than six (6) emission units, please attach additional pages.

Assist Type (Flares only)	Flare Height	Tip Diameter	Was the design per §60.18?
☐ Steam ☐ Air ☐ Pressure ☒ Non	30 feet	5.5 feet	☐ Yes ☒ No Provide determination.

Waste Gas Information

Maximum Waste Gas Flow Rate	Heat Value of Waste Gas Stream	Exit Velocity of the Emissions Stream
204.17 (scfm)	2,450 BTU/ft^3	(ft/s)

Provide an attachment with the characteristics of the waste gas stream to be burned.

Pilot Gas Information

Number of Pilot Lights	Fuel Flow Rate to Pilot Flame per Pilot	Heat Input per Pilot	Will automatic re-ignition be used?
1	50 scfh	45,250 BTU/hr	☒ Yes ☐ No

If automatic re-ignition is used, please describe the method. If the pilot flame is lost, the control system will automatically attempt to relight the pilot. If the re-ignition attempt fails, the pilot solenoid valve will automatically close and a local remote alarm signal will be generated to indicate loss of pilot flame.

Is pilot flame equipped with a monitor to detect the presence of the flame? ☒ Yes ☐ No	If Yes, what type? ☐ Thermocouple ☐ Infrared ☐ Ultraviolet ☐ Camera ☒ Other: flame rod

Describe all operating ranges and maintenance procedures required by the manufacturer to maintain the warranty. *(If unavailable, please indicate).*

Additional information attached? ☒ Yes ☐ No
Please attach copies of manufacturer's data sheets, drawings, flame demonstration per §60.18 or §63.11(b) and performance testing.

Tank Battery Combustor Specification Sheet
MRW Technologies, Inc.
Combustor Model Number: TBF-5.5-30-147000

Expected Destruction Removal Efficiency (DRE):	98% or Greater of Non-Methane Hydrocarbons
Unit Size:	5.5-foot Diameter 30-Foot Overall Height
Design Heat Input:	15 MMBTU/HR
Design Flow Rates:	147,000 SCFD
Design Heat Content:	2450 BTU/SCF
Waste Gas Flame Arrestor:	2" Enardo
Pilot Type:	MRW Electric Ignition
Pilot Operation (Continuous/Intermittent):	Continuous
Pilot Fuel Consumption:	50 SCFH or Less
Pilot Monitoring Device:	Flame Rod
Automatic Re-Ignition:	Included
Remote Alarm Indication:	Included

Description of Control Scheme:

The Combustor pilot is monitored via flame rod. If the pilot flame is lost, the control system will automatically attempt to relight the pilot. If the re-ignition attempt fails, the pilot solenoid valve will automatically close and a local & remote alarm signal will be generated to indicate loss of pilot flame.

Since flares do not lend themselves to conventional emission testing techniques, only a few attempts have been made to characterize flare emissions. Recent EPA tests using propylene as flare gas indicated that efficiencies of 98 percent can be achieved when burning an offgas with at least 11,200 kJ/m^3 (300 Btu/ft^3). The tests conducted on steam-assisted flares at velocities as low as 39.6 meters per minute (m/min) (130 ft/min) to 1140 m/min (3750 ft/min), and on air-assisted flares at velocities of 180 m/min (617 ft/min) to 3960 m/min (13,087 ft/min) indicated that variations in incoming gas flow rates have no effect on the combustion efficiency. Flare gases with less than 16,770 kJ/m^3 (450 Btu/ft^3) do not smoke.

Table 13.5-1 presents flare emission factors, and Table 13.5-2 presents emission composition data obtained from the EPA tests.[1] Crude propylene was used as flare gas during the tests. Methane was a major fraction of hydrocarbons in the flare emissions, and acetylene was the dominant intermediate hydrocarbon species. Many other reports on flares indicate that acetylene is always formed as a stable intermediate product. The acetylene formed in the combustion reactions may react further with hydrocarbon radicals to form polyacetylenes followed by polycyclic hydrocarbons.[2]

In flaring waste gases containing no nitrogen compounds, NO is formed either by the fixation of atmospheric nitrogen (N) with oxygen (O) or by the reaction between the hydrocarbon radicals present in the combustion products and atmospheric nitrogen, by way of the intermediate stages, HCN, CN, and OCN.[2] Sulfur compounds contained in a flare gas stream are converted to SO_2 when burned. The amount of SO_2 emitted depends directly on the quantity of sulfur in the flared gases.

Table 13.5-1 (English Units). EMISSION FACTORS FOR FLARE OPERATIONS[a]

EMISSION FACTOR RATING: B

Component	Emission Factor (lb/10^6 Btu)
Total hydrocarbons[b]	0.14
Carbon monoxide	0.37
Nitrogen oxides	0.068
Soot[c]	0 - 274

[a] Reference 1. Based on tests using crude propylene containing 80% propylene and 20% propane.
[b] Measured as methane equivalent.
[c] Soot in concentration values: nonsmoking flares, 0 micrograms per liter (µg/L); lightly smoking flares, 40 µg/L; average smoking flares, 177 µg/L; and heavily smoking flares, 274 µg/L.

ATTACHMENT T: EMISSIONS CALCULATIONS

SWN Production Company, LLC
Bonnette MSH Pad
Summary of Criteria Air Pollutant Emissions

Equipment	Unit ID	Emission Point ID	NOx		CO		Total VOC[1]		SO_2		PM Total	
			lb/hr	TPY	lb/hr	TPY	lb/hr	TPY	lb/hr	TPY	lb/hr	TPY
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG1	EP-ENG1	0.32	1.40	0.64	2.80	0.09	0.39	<0.01	<0.01	0.02	0.09
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG2	EP-ENG2	0.32	1.40	0.64	2.80	0.09	0.39	<0.01	<0.01	0.02	0.09
146.2-kw Bucks GM Vortec 5.7L Engine	EU-ENG3	EP-ENG3	0.43	1.88	0.86	3.77	0.30	1.31	<0.01	<0.01	0.03	0.15
Eight (8) 1.0-mmBtu/hr GPU Burners	EU-GPU1 to EU-GPU8	EP-GPU1 - EP-GPU8	0.88	3.84	0.72	3.12	0.05	0.24	0.01	0.02	0.07	0.29
Two (2) 0.5-mmBtu/hr Heater Treaters	EU-HT1 to EU-HT2	EP-HT1 - EP-HT2	0.12	0.52	0.10	0.44	0.01	0.02	<0.01	<0.01	0.01	0.04
Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-COND*	*APC-COMB*	-	-	-	-	-	-	-	-	-	-
Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-PW*	*APC-COMB*	-	-	-	-	-	-	-	-	-	-
Condensate Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-COND	EP-LOAD-COND	-	-	-	-	3.97	17.37	-	-	-	-
Produced Water Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-PW	EP-LOAD-PW	-	-	-	-	0.04	0.16	-	-	-	-
One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	APC-COMB	APC-COMB	2.07	9.07	4.13	18.09	5.18	22.69	-	-	0.04	0.18
Vapor Combustor Pilot	EU-PILOT	APC-COMB	0.01	0.04	<0.01	0.02	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Fugitive Emissions - Revise	*EU-FUG*	*EP-FUG*	-	-	-	-	*1.43*	*6.27*	-	-	-	-
Fugitive Haul Road Emissions	EU-HR	EP-HR	-	-	-	-	-	-	-	-	1.47	4.83
Total Allowable Emissions =			**4.15**	**18.16**	**7.09**	**31.04**	**11.15**	**48.84**	**0.01**	**0.04**	**1.66**	**5.66**
Current Permit Allowable Emissions =			**4.15**	**18.16**	**7.09**	**31.04**	**10.76**	**47.13**	**0.01**	**0.04**	**1.66**	**5.66**
Net Allowable Emissions =			**0.00**	**0.00**	**0.00**	**0.00**	**0.39**	**1.71**	**0.00**	**0.00**	**0.00**	**0.00**

Notes:

[1] Total VOC includes all constituents heavier than Propane (C3+), including hazardous air pollutants (HAP). Speciated HAP presented in following table. Also note that Caterpillar engine manufacturer data for VOC does not include formaldehyde; therefore, total VOC emissions presented here are different than VOC emissions as defined and calculated in the engine calculations.

SWN Production Company, LLC
Bonnette MSH Pad
Summary of Hazardous Air Pollutants

Equipment	Unit ID	Estimated Emissions (lb/hr)									
		Acetalde-hyde	Acrolein	Benzene	Ethyl-benzene	Formalde-hyde	Methanol	n-Hexane	Toluene	Xylenes	Total HAP
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG1	<0.01	<0.01	<0.01	<0.01	0.02	<0.01	-	<0.01	<0.01	0.03
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG2	<0.01	<0.01	<0.01	<0.01	0.02	<0.01	-	<0.01	<0.01	0.03
146.2-kw Bucks GM Vortec 5.7L Engine	EU-ENG3	<0.01	<0.01	<0.01	<0.01	0.04	0.01	-	<0.01	<0.01	0.06
Eight (8) 1.0-mmBtu/hr GPU Burners	EU-GPU1 to EU-GPU8	-	-	<0.01	-	<0.01	-	0.02	<0.01	-	0.02
Two (2) 0.5-mmBtu/hr Heater Treaters	EU-HT1 to EU-HT2	-	-	<0.01	-	<0.01	-	<0.01	<0.01	-	<0.01
Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-COND*	-	-	*<0.01*	*0.02*	-	-	*0.29*	*0.02*	*0.07*	*0.40*
Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-PW*	-	-	*<0.01*	*<0.01*	-	-	*<0.01*	*<0.01*	*<0.01*	*<0.01*
Condensate Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-COND	-	-	<0.01	0.02	-	-	0.23	0.02	0.06	0.32
Produced Water Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-PW	-	-	<0.01	<0.01	-	-	<0.01	<0.01	<0.01	<0.01
One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	APC-COMB	-	-	<0.01	0.02	-	-	0.30	0.02	0.07	0.42
Vapor Combustor Pilot	EU-PILOT	-	-	<0.01	-	<0.01	-	<0.01	<0.01	-	<0.01
Fugitive Emissions - Revise	*EU-FUG*	-	-	*<0.01*	*<0.01*	-	-	*0.06*	*<0.01*	*0.01*	*0.08*
Fugitive Haul Road Emissions	EU-HR	-	-	-	-	-	-	-	-	-	-
Total Allowable Emissions =		**0.01**	**0.01**	**0.02**	**0.06**	**0.08**	**0.01**	**0.90**	**0.06**	**0.21**	**1.36**
Current Permit Allowable Emissions =		**0.01**	**0.01**	**0.01**	**0.04**	**0.08**	**0.01**	**0.59**	**0.04**	**0.14**	**0.94**
Net Allowable Emissions =		**0.00**	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.31**	**0.02**	**0.07**	**0.42**

Continued on Next Page

SWN Production Company, LLC
Bonnette MSH Pad
Summary of Hazardous Air Pollutants (Continued)

Equipment	Unit ID	Estimated Emissions (TPY)									
		Acetalde-hyde	Acrolein	Benzene	Ethyl-benzene	Formalde-hyde	Methanol	n-Hexane	Toluene	Xylenes	Total HAP
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG1	0.02	0.01	0.01	<0.01	0.09	0.02	-	<0.01	<0.01	0.15
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG2	0.02	0.01	0.01	<0.01	0.09	0.02	-	<0.01	<0.01	0.15
146.2-kw Bucks GM Vortec 5.7L Engine	EU-ENG3	0.02	0.02	0.01	<0.01	0.16	0.02	-	<0.01	<0.01	0.24
Eight (8) 1.0-mmBtu/hr GPU Burners	EU-GPU1 to EU-GPU8	-	-	<0.01	-	<0.01	-	0.07	<0.01	-	0.07
Two (2) 0.5-mmBtu/hr Heater Treaters	EU-HT1 to EU-HT2	-	-	<0.01	-	<0.01	-	0.01	<0.01	-	0.01
Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-COND*	-	-	*0.02*	*0.09*	-	-	*1.26*	*0.08*	*0.31*	*1.76*
Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-PW*	-	-	*<0.01*	*<0.01*	-	-	*0.01*	*<0.01*	*<0.01*	*0.01*
Condensate Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-COND	-	-	0.01	0.07	-	-	1.01	0.07	0.25	1.41
Produced Water Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-PW	-	-	<0.01	<0.01	-	-	0.01	<0.01	<0.01	0.01
One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	APC-COMB	-	-	0.02	0.10	-	-	1.31	0.09	0.32	1.84
Vapor Combustor Pilot	EU-PILOT	-	-	<0.01	-	<0.01	-	<0.01	<0.01	-	<0.01
Fugitive Emissions - Revise	*EU-FUG*	-	-	*<0.01*	*0.01*	-	-	*0.26*	*0.01*	*0.05*	*0.34*
Fugitive Haul Road Emissions	EU-HR	-	-	-	-	-	-	-	-	-	-
Total Allowable Emissions =		**0.05**	**0.05**	**0.08**	**0.28**	**0.34**	**0.06**	**3.93**	**0.27**	**0.94**	**5.99**
Current Permit Allowable Emissions =		**0.05**	**0.05**	**0.06**	**0.18**	**0.34**	**0.06**	**2.60**	**0.18**	**0.62**	**4.14**
Net Allowable Emissions =		**0.00**	**0.00**	**0.02**	**0.10**	**0.00**	**0.00**	**1.33**	**0.09**	**0.32**	**1.85**

SWN Production Company, LLC
Bonnette MSH Pad
Summary of Greenhouse Gas Emissions - Metric Tons per Year (Tonnes)

Equipment	Unit ID	Carbon Dioxide (CO_2)		Methane (CH_4)		Methane (CH_4) as $CO_{2\ Eq.}$		Nitrous Oxide (N_2O)		Nitrous Oxide (N_2O) as $CO_{2\ Eq.}$		Total CO_2 + $CO_{2\ Eq.}$[1]	
		lb/hr	tonnes/yr	lb/hr	tonnes/yr	lb/hr	tonnes/yr	lb/hr	tonnes/yr	lb/hr	tonnes/yr	lb/hr	tonnes/yr
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG1	155.04	616.04	<0.01	0.01	0.07	0.27	<0.01	<0.01	0.08	0.33	155.19	616.64
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG2	155.04	616.04	<0.01	0.01	0.07	0.27	<0.01	<0.01	0.08	0.33	155.19	616.64
146.2-kw Bucks GM Vortec 5.7L Engine	EU-ENG3	206.41	820.16	<0.01	0.02	0.10	0.39	<0.01	<0.01	0.12	0.46	206.62	821.00
Eight (8) 1.0-mmBtu/hr GPU Burners	EU-GPU1 to EU-GPU8	935.82	3,718.44	0.02	0.07	0.44	1.75	<0.01	0.01	0.53	2.09	936.78	3,722.28
Two (2) 0.5-mmBtu/hr Heater Treaters	EU-HT1 to EU-HT2	116.98	464.80	<0.01	0.01	0.06	0.22	<0.01	<0.01	0.07	0.26	117.10	465.28
Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor	*EU-TANKS-COND*	-	-	-	-	-	-	-	-	-	-	-	-
Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-PW*	-	-	-	-	-	-	-	-	-	-	-	-
Condensate Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-COND	<0.01	<0.01	0.03	0.10	0.66	2.62	-	-	-	-	0.66	2.63
Produced Water Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-PW	0.01	0.03	0.38	1.49	9.40	37.34	-	-	-	-	9.40	37.37
One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	APC-COMB	1,754.66	6,972.07	0.03	0.13	0.83	3.28	<0.01	0.01	0.99	3.92	1,756.47	6,979.27
Vapor Combustor Pilot	EU-PILOT	5.29	21.03	<0.01	<0.01	<0.01	0.01	<0.01	<0.01	<0.01	0.01	5.30	21.05
Fugitive Emissions - Revise	*EU-FUG*	*0.01*	*0.04*	*1.53*	*6.09*	*38.25*	*152.18*	-	-	-	-	*38.26*	*152.22*
Fugitive Haul Road Emissions	EU-HR	-	-	-	-	-	-	-	-	-	-	-	-
Total Allowable Emissions =		**3,329.24**	**13,228.63**	**1.99**	**7.93**	**49.87**	**198.34**	**0.01**	**0.02**	**1.86**	**7.39**	**3,380.97**	**13,434.38**
Current Permit Allowable Emissions =		**3,329.24**	**13,228.62**	**1.45**	**5.77**	**36.37**	**144.37**	**0.01**	**0.02**	**1.86**	**7.39**	**3,367.47**	**13,380.38**
Net Allowable Emissions =		**0.00**	**0.01**	**0.54**	**2.16**	**13.50**	**53.97**	**0.00**	**0.00**	**0.00**	**0.00**	**13.50**	**54.00**

Notes:

[1] CO_2 Equivalent = Pollutant times GWP multiplier. 40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier (100-Year Time Horizon): CO_2 = 1, CH_4 = 25, N_2O = 298

[2] Per API Compendium (2009) Chapter 5: Because most of the CH_4 and CO_2 emissions from storage tanks occur as a result of flashing (which is controlled by the VRU in this case), working and breathing loss emissions of these gases are very small in production and virtually non-existent in the downstream segments. Therefore, GHG emissions from the condensate and produced water tanks are assumed to be negligible.

SWN Production Company, LLC
Bonnette MSH Pad
Summary of Greenhouse Gas Emissions - Short Tons per Year (Tons)

Equipment	Unit ID	Carbon Dioxide (CO_2)		Methane (CH_4)		Methane (CH_4) as $CO_{2\ Eq.}$		Nitrous Oxide (N_2O)		Nitrous Oxide (N_2O) as $CO_{2\ Eq.}$		Total CO_2 + $CO_{2\ Eq.}$[1]	
		lb/hr	tons/yr[2]	lb/hr	tons/yr[2]	lb/hr	tons/yr	lb/hr	tons/yr[2]	lb/hr	tons/yr	lb/hr	tons/yr
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG1	155.04	679.06	<0.01	0.01	0.07	0.30	<0.01	<0.01	0.08	0.36	155.19	679.73
145-hp Caterpillar G3306 NA Engine w/ Catalytic Converter	EU-ENG2	155.04	679.06	<0.01	0.01	0.07	0.30	<0.01	<0.01	0.08	0.36	155.19	679.73
146.2-kw Bucks GM Vortec 5.7L Engine	EU-ENG3	206.41	904.07	<0.01	0.02	0.10	0.43	<0.01	<0.01	0.12	0.51	206.62	905.00
Eight (8) 1.0-mmBtu/hr GPU Burners	EU-GPU1 to EU-GPU8	935.82	4,098.88	0.02	0.08	0.44	1.93	<0.01	0.01	0.53	2.30	936.78	4,103.11
Two (2) 0.5-mmBtu/hr Heater Treaters	EU-HT1 to EU-HT2	116.98	512.36	<0.01	0.01	0.06	0.24	<0.01	<0.01	0.07	0.29	117.10	512.89
Four (4) 400-bbl Condensate Tanks Routed to Vapor Combustor	*EU-TANKS-COND*	-	-	-	-	-	-	-	-	-	-	-	-
Four (4) 400-bbl Produced Water Tanks Routed to Vapor Combustor - Revise	*EU-TANKS-PW*	-	-	-	-	-	-	-	-	-	-	-	-
Condensate Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-COND	<0.01	<0.01	0.03	0.12	0.66	2.89	-	-	-	-	0.66	2.89
Produced Water Truck Loading w/ Vapor Return Routed to Combustor	EU-LOAD-PW	0.01	0.03	0.38	1.65	9.40	41.16	-	-	-	-	9.40	41.19
One (1) 15.0-mmBtu/hr Vapor Combustor - Tank/Loading Stream	APC-COMB	1,754.66	7,685.39	0.03	0.14	0.83	3.62	<0.01	0.01	0.99	4.32	1,756.47	7,693.33
Vapor Combustor Pilot	EU-PILOT	5.29	23.18	<0.01	<0.01	<0.01	0.01	<0.01	<0.01	<0.01	0.01	5.30	23.21
Fugitive Emissions - Revise	*EU-FUG*	*0.01*	*0.04*	*1.53*	*6.71*	*38.25*	*167.75*	-	-	-	-	*38.26*	*167.79*
Fugitive Haul Road Emissions	EU-HR	-	-	-	-	-	-	-	-	-	-	-	-
Total Allowable Emissions =		**3,329.24**	**14,582.07**	**1.99**	**8.74**	**49.87**	**218.63**	**0.01**	**0.02**	**1.86**	**8.15**	**3,380.97**	**14,808.87**
Current Permit Allowable Emissions =		**3,329.24**	**14,582.06**	**1.45**	**6.36**	**36.37**	**159.14**	**0.01**	**0.02**	**1.86**	**8.15**	**3,367.47**	**14,749.34**
Net Allowable Emissions =		**0.00**	**0.01**	**0.54**	**2.38**	**13.50**	**59.49**	**0.00**	**0.00**	**0.00**	**0.00**	**13.50**	**59.53**

Notes:

[1] CO_2 Equivalent = Pollutant times GWP multiplier. 40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier (100-Year Time Horizon): CO_2 = 1, CH_4 = 25, N_2O = 298

[2] EPA and API GHG calculation methodologies calculate emissions in metric tons (tonnes). These values have been converted to short tons for consistency with permitting threshold units.

[3] Per API Compendium (2009) Chapter 5: Because most of the CH_4 and CO_2 emissions from storage tanks occur as a result of flashing (which is controlled by the VRU in this case), working and breathing loss emissions of these gases are very small in production and virtually non-existent in the downstream segments. Therefore, GHG emissions from the condensate and produced water tanks are assumed to be negligible.

SWN Production Company, LLC
Bonnette MSH Pad
Engine Emissions Calculations - Criteria Air Pollutants

Equipment Information

Unit ID:	**EU-ENG1**	**EU-ENG2**
Emission Point ID:	EP-ENG1	EP-ENG2
Make:	Caterpillar	Caterpillar
Model:	G3306 NA	G3306 NA
Design Class:	4S-RB	4S-RB
Controls:	NSCR	NSCR
Horsepower (hp):	145	145
Fuel Use (Btu/hp-hr):	8,625	8,625
Fuel Use (scfh):	1,382	1,382
Annual Fuel Use (mmscf):	12.11	12.11
Fuel Use (mmBtu/hr):	1.25	1.25
Exhaust Flow (acfm):	678	678
Exhaust Temp (°F):	1,101	1,101
Serial Number:	G6X08219	To be determined
Manufacture Date:	2/13/2015	After 1/1/2011
Operating Hours:	8,760	8,760
Fuel Heating Value (Btu/scf):	905	905

Uncontrolled Manufacturer Emission Factors [1]

NOx (g/hp-hr):	13.47	13.47
CO (g/hp-hr):	13.47	13.47
NMNEHC/VOC (g/hp-hr):	0.22	0.22

Post-Catalyst Emission Factors

NOx Control Eff. %	92.58%	92.58%
CO Control Eff. %	85.15%	85.15%
NOx (g/hp-hr):	1.00	1.00
CO (g/hp-hr):	2.00	2.00
NMNEHC/VOC (g/hp-hr):	0.22	0.22

Uncontrolled Criteria Air Pollutant Emissions

Unit ID:	**EU-ENG1**		**EU-ENG2**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
NOx	4.31	18.88	4.31	18.88
CO	4.31	18.88	4.31	18.88
NMNEHC/VOC (does not include HCHO)	0.07	0.31	0.07	0.31
SO_2	<0.01	<0.01	<0.01	<0.01
$PM_{10/2.5}$	0.01	0.04	0.01	0.04
PM_{COND}	0.01	0.04	0.01	0.04
PM_{TOT}	0.02	0.09	0.02	0.09

SWN Production Company, LLC
Bonnette MSH Pad
Engine Emissions Calculations - Criteria Air Pollutants (Continued)

Proposed Criteria Air Pollutant Emissions[2]

Unit ID:	EU-ENG1		EU-ENG2	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
NOx	0.32	1.40	0.32	1.40
CO	0.64	2.80	0.64	2.80
NMNEHC/VOC (does not include HCHO)	0.07	0.31	0.07	0.31
SO_2	<0.01	<0.01	<0.01	<0.01
$PM_{10/2.5}$	0.01	0.04	0.01	0.04
PM_{COND}	0.01	0.04	0.01	0.04
PM_{TOT}	0.02	0.09	0.02	0.09

AP-42 Emission Factors (lb/mmBtu)[3]

	4S-RB
Pollutant	**3.2-3 (7/00)**
SO_2	5.88E-04
$PM_{10/2.5}$	9.50E-03
PM_{COND}	9.91E-03
PM_{TOT}	1.94E-02

Notes:

[1] Post-catalyst emission factors based on catalyst manufacturer data and/or NSPS Subpart JJJJ limits, if applicable. Per NSPS Subpart JJJJ, VOC limit does not include HCHO; therefore, HCHO emissions have been added to the NSPS JJJJ VOC emission rates for demonstration purposes only.

[2] Per AP-42, all particulate matter (PM) from combustion of natural gas (total, condensable and filterable PM) is presumed <1 micrometer in diameter.

SWN Production Company, LLC
Bonnette MSH Pad
Engine Emissions Calculations - Hazardous Air Pollutants

Equipment Information

Unit ID:	**EU-ENG1**	**EU-ENG2**
Emission Point ID:	EP-ENG1	EP-ENG2
Make:	Caterpillar	Caterpillar
Model:	G3306 NA	G3306 NA
Design Class:	4S-RB	4S-RB
Controls:	NSCR	NSCR
Horsepower (hp):	145	145
Fuel Use (Btu/hp-hr):	8,625	8,625
Fuel Use (scfh):	1,382	1,382
Annual Fuel Use (mmscf):	12.11	12.11
Fuel Use (mmBtu/hr):	1.25	1.25
Exhaust Flow (acfm):	678	678
Exhaust Temp (°F):	1,101	1,101
Operating Hours:	8,760	8,760

Manufacturer Formaldehyde Factor

Pre-Control (g/hp-hr):	0.27	0.27
Control Efficiency[1]:	76.00%	76.00%
Permit Factor (g/hp-hr):	0.06	0.06

Uncontrolled HAP Emissions

Unit ID:	**EU-ENG1**		**EU-ENG2**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
Acetaldehyde	<0.01	0.02	<0.01	0.02
Acrolein	<0.01	0.01	<0.01	0.01
Benzene	<0.01	0.01	<0.01	0.01
Ethylbenzene	<0.01	<0.01	<0.01	<0.01
Formaldehyde	0.09	0.38	0.09	0.38
Methanol	<0.01	0.02	<0.01	0.02
Toluene	<0.01	<0.01	<0.01	<0.01
Xylenes	<0.01	<0.01	<0.01	<0.01
Total HAPs =	**0.10**	**0.44**	**0.10**	**0.44**

SWN Production Company, LLC
Bonnette MSH Pad
Engine Emissions Calculations - Hazardous Air Pollutants

Proposed HAP Emissions

Unit ID:	EU-ENG1		EU-ENG2	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
Acetaldehyde	<0.01	0.02	<0.01	0.02
Acrolein	<0.01	0.01	<0.01	0.01
Benzene	<0.01	0.01	<0.01	0.01
Ethylbenzene	<0.01	<0.01	<0.01	<0.01
Formaldehyde	0.02	0.09	0.02	0.09
Methanol	<0.01	0.02	<0.01	0.02
Toluene	<0.01	<0.01	<0.01	<0.01
Xylenes	<0.01	<0.01	<0.01	<0.01
Total HAPs =	**0.03**	**0.15**	**0.03**	**0.15**

AP-42 Emission Factors (lb/mmBtu)

	4S-RB
Pollutant	**3.2-3 (7/00)**
Acetaldehyde	2.79E-03
Acrolein	2.63E-03
Benzene	1.58E-03
Ethylbenzene	2.18E-05
Methanol	3.06E-03
Toluene	5.58E-04
Xylenes	1.95E-04

Notes:
[1] For conservative estimate, no reduction taken for any HAP other than formaldehyde.

SWN Production Company, LLC
Bonnette MSH Pad
Engine Emissions Calculations - Greenhouse Gases

Equipment Information

Unit ID:	**EU-ENG1**	**EU-ENG2**
Emission Point ID:	EP-ENG1	EP-ENG2
Make:	Caterpillar	Caterpillar
Model:	G3306 NA	G3306 NA
Design Class:	4S-RB	4S-RB
Controls:	NSCR	NSCR
Horsepower (hp):	145	145
Fuel Use (Btu/hp-hr):	8,625	8,625
Fuel Use (scfh):	1,382	1,382
Fuel Use (mmBtu/hr):	1.25	1.25
Exhaust Flow (acfm):	678	678
Exhaust Temp (°F):	1,101	1,101
Operating Hours:	8,760	8,760

Manufacturer data used to calculate CO_2 emissions (g/hp-hr):

	485	485

Greenhouse Gas (GHG) Emissions[1]

Unit ID:	**EU-ENG1**		**EU-ENG2**	
Pollutant	**lb/hr**	**tonnes/yr**	**lb/hr**	**tonnes/yr**
CO_2	155.04	616.04	155.04	616.04
CH_4	<0.01	0.01	<0.01	0.01
N_2O	<0.01	<0.01	<0.01	<0.01
CH_4 as CO_2e	0.07	0.27	0.07	0.27
N_2O as CO_2e	0.08	0.33	0.08	0.33
Total CO_2 + CO_2e =	**155.19**	**616.64**	**155.19**	**616.64**

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[2]

Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] Conversion to short tons (tons) found in site-wide Summary of Greenhouse Gases - Short Tons per Year (tons) table.
[2] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):

40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Proposed Engine Emissions Calculations - Criteria Air Pollutants

Equipment Information

Unit ID:	**EU-ENG3**
Emission Point ID:	EP-ENG3
Make:	Bucks
Model:	GM Vortec 5.7L
Design Class:	4S-RB
Capacity (kW):	146.2
Capacity(hp):	196.1
Fuel Use (Btu/kW-hr):	12,069
Fuel Use (scfh):	1,950
Annual Fuel Use (mmscf):	17.08
Fuel Use (mmBtu/hr):	1.76
Manufacture Date:	after 1/1/2011
Operating Hours:	8,760
Fuel Heating Value (Btu/scf):	905

Emission Factors[1]

NMHC+NOx as NOx (g/kW-hr):	1.34
CO (g/kW-hr):	2.68
NMHC+NOx as VOC (g/kW-hr):	0.94

Proposed Criteria Air Pollutant Emissions

Unit ID: **EU-ENG3**

Pollutant	lb/hr	TPY
NMHC+NOx as NOx	0.43	1.88
CO	0.86	3.77
NMHC+NOx as VOC	0.30	1.31
SO_2	<0.01	<0.01
$PM_{10/2.5}$	0.02	0.07
PM_{COND}	0.02	0.08
PM_{TOT}	0.03	0.15

AP-42 Emission Factors (lb/mmBtu)[2]

Pollutant	3.2-3 (7/00)
SO_2	5.88E-04
$PM_{10/2.5}$	9.50E-03
PM_{COND}	9.91E-03
PM_{TOT}	1.94E-02

Notes:

[1] EU-ENG3 emissions factors are from NSPS Subpart JJJJ emission limits for Stage 2 engines, converted to g/kw-hr.

[2] Per AP-42, all particulate matter (PM) from combustion of natural gas (total, condensable and filterable PM) is presumed <1 micrometer in diameter.

SWN Production Company, LLC
Bonnette MSH Pad
Proposed Engine Emissions Calculations - Hazardous Air Pollutants

Equipment Information

Unit ID:	**EU-ENG3**
Emission Point ID:	EP-ENG3
Make:	Bucks
Model:	GM Vortec 5.7L
Design Class:	4S-RB
Capacity (kW):	146.2
Fuel Use (Btu/kW-hr):	12,069
Fuel Use (scfh):	1,950
Annual Fuel Use (mmscf):	17.08
Fuel Use (mmBtu/hr):	1.76
Manufacture Date:	after 1/1/2011
Operating Hours:	8,760
Fuel Heating Value (Btu/scf):	905

Proposed HAP Emissions

Unit ID: **EU-ENG3**

Pollutant	lb/hr	TPY
Acetaldehyde	<0.01	0.02
Acrolein	<0.01	0.02
Benzene	<0.01	0.01
Ethylbenzene	<0.01	<0.01
Formaldehyde	0.04	0.16
Methanol	0.01	0.02
Toluene	<0.01	<0.01
Xylenes	<0.01	<0.01
Total HAP =	**0.06**	**0.24**

AP-42 Emission Factors (lb/mmBtu)

Pollutant	3.2-3 (7/00)
Acetaldehyde	2.79E-03
Acrolein	2.63E-03
Benzene	1.58E-03
Ethylbenzene	2.18E-05
Formaldehyde	2.05E-02
Methanol	3.06E-03
Toluene	5.58E-04
Xylenes	1.95E-04

SWN Production Company, LLC
Bonnette MSH Pad
Proposed Engine Emissions Calculations - Greenhouse Gases

Equipment Information

Unit ID:	**EU-ENG3**
Emission Point ID:	EP-ENG3
Make:	Bucks
Model:	GM Vortec 5.7L
Design Class:	4S-RB
Controls:	NSCR
Capacity (kW):	146.2
Fuel Use (Btu/kW-hr):	12,069
Fuel Use (scfh):	1,950
Annual Fuel Use (mmscf):	17.08
Fuel Use (mmBtu/hr):	1.76
Operating Hours:	8,760
Fuel Heating Value (Btu/scf):	905

Greenhouse Gas (GHG) Emissions

Unit ID: **EU-ENG3**

Pollutant	lb/hr	tonnes/yr
CO_2	206.41	820.16
CH_4	<0.01	0.02
N_2O	<0.01	<0.01
CH_4 as CO_2e	0.10	0.39
N_2O as CO_2e	0.12	0.46
Total CO_2 + CO_2e =	**206.62**	**821.00**

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[1]

Carbon Dioxide (CO_2)	53.06
Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):

40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Gas Production Unit Burner Emissions Calculations - Criteria Air Pollutants

Equipment Information

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**
Emission Point ID:	EP-GPU1 - EP-GPU8
Description:	Gas Production Unit Burner
Number of Units:	8
Burner Design (mmBtu/hr):	1.0
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	9.68
Annual Operating Hours:	8,760

Criteria Air Pollutant Emissions

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**		**EU-GPU1 - EU-GPU8 (TOTAL)**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
NOx	0.11	0.48	0.88	3.84
CO	0.09	0.39	0.72	3.12
VOC	0.01	0.03	0.05	0.24
SO_2	<0.01	<0.01	<0.01	<0.02
$PM_{10/2.5}$	0.01	0.03	0.05	0.22
PM_{COND}	<0.01	0.01	<0.02	<0.07
PM_{TOT}	0.01	0.04	0.07	0.29

AP-42 Emission Factors for Units <100 mmBtu/hr (lb/mmscf)[1]

Pollutant	**1.4-1, -2 (7/98)**
NOx	100.0
CO	84.0
VOC	5.5
SO_2	0.6
$PM_{10/2.5}$	5.7
PM_{COND}	1.9
PM_{TOT}	7.6

Notes:
[1] All PM (total, condensable and filterable) is assumed to be <1 micrometer in diameter. Total PM is the sum of filterable PM and condensable PM.

SWN Production Company, LLC
Bonnette MSH Pad
Gas Production Unit Burner Emissions Calculations - Hazardous Air Pollutants

Equipment Information

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**
Emission Point ID:	EP-GPU1 - EP-GPU8
Description:	Gas Production Unit Burner
Number of Units:	8
Burner Design (mmBtu/hr):	1.0
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	9.68
Annual Operating Hours:	8,760

Hazardous Air Pollutant Emissions

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**		**EU-GPU1 - EU-GPU8 (TOTAL)**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
n-Hexane	<0.01	0.01	<0.02	<0.07
Formaldehyde	<0.01	<0.01	<0.01	<0.01
Benzene	<0.01	<0.01	<0.01	<0.01
Toluene	<0.01	<0.01	<0.01	<0.01
Total HAPs =	**<0.01**	**0.01**	**0.02**	**0.07**

AP-42 Emission Factors (lb/mmscf)

Pollutant	1.4-3 (7/98)
n-Hexane	1.80E+00
Formaldehyde	7.50E-02
Benzene	2.10E-03
Toluene	3.40E-03

SWN Production Company, LLC
Bonnette MSH Pad
Gas Production Unit Burner Emissions Calculations - Greenhouse Gases

Equipment Information

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**
Emission Point ID:	EP-GPU1 - EP-GPU8
Description:	Gas Production Unit Burner
Number of Units:	8
Burner Design (mmBtu/hr):	1.0
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	9.68
Annual Operating Hours:	8,760

Greenhouse Gas (GHG) Emissions[1]

Unit ID:	**EU-GPU1 - EU-GPU8 (EACH)**		**EU-GPU1 - EU-GPU8 (TOTAL)**	
Pollutant	**lb/hr**	**tonnes/yr**	**lb/hr**	**tonnes/yr**
CO_2	116.98	464.80	935.82	3,718.44
CH_4	<0.01	0.01	<0.02	<0.07
N_2O	<0.01	<0.01	<0.01	<0.01
CH_4 as CO_2e	0.06	0.22	0.44	1.75
N_2O as CO_2e	0.07	0.26	0.53	2.09
Total CO_2 + CO_2e =	**117.10**	**465.28**	**936.78**	**3,722.28**

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[2]

Carbon Dioxide (CO_2)	53.06
Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] Conversion to short tons (tons) found in site-wide Summary of Greenhouse Gases - Short Tons per Year (tons) table.
[2] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Heater Treater Emissions Calculations - Criteria Air Pollutants

Equipment Information

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**
Emission Point ID:	EP-HT1 - EP-HT2
Description:	Heater Treater
Number of Units:	2
Burner Design (mmBtu/hr):	0.5
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	4.84
Annual Operating Hours:	8,760

Criteria Air Pollutant Emissions

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**		**EU-HT1 and EU-HT2 (TOTAL)**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
NOx	0.06	0.26	0.12	0.52
CO	0.05	0.22	0.10	0.44
VOC	<0.01	0.01	0.01	0.02
SO_2	<0.01	<0.01	<0.01	<0.01
$PM_{10/2.5}$	<0.01	0.01	0.01	0.03
PM_{COND}	<0.01	<0.01	<0.01	0.01
PM_{TOT}	<0.01	0.02	0.01	0.04

AP-42 Emission Factors for Units <100 mmBtu/hr (lb/mmscf)[1]

Pollutant	1.4-1, -2 (7/98)
NOx	100.0
CO	84.0
VOC	5.5
SO_2	0.6
$PM_{10/2.5}$	5.7
PM_{COND}	1.9
PM_{TOT}	7.6

Notes:
[1] All PM (total, condensable and filterable) is assumed to be <1 micrometer in diameter. Total PM is the sum of filterable PM and condensable PM.

SWN Production Company, LLC
Bonnette MSH Pad
Heater Treater Emissions Calculations - Hazardous Air Pollutants

Equipment Information

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**
Emission Point ID:	EP-HT1 - EP-HT2
Description:	Heater Treater
Number of Units:	2
Burner Design (mmBtu/hr):	0.5
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	4.84
Annual Operating Hours:	8,760

Hazardous Air Pollutant Emissions

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**		**EU-HT1 and EU-HT2 (TOTAL)**	
Pollutant	**lb/hr**	**TPY**	**lb/hr**	**TPY**
n-Hexane	<0.01	<0.01	<0.01	0.01
Formaldehyde	<0.01	<0.01	<0.01	<0.01
Benzene	<0.01	<0.01	<0.01	<0.01
Toluene	<0.01	<0.01	<0.01	<0.01
Total HAPs =	**<0.01**	**<0.01**	**<0.01**	**0.01**

AP-42 Emission Factors (lb/mmscf)

Pollutant	1.4-3 (7/98)
n-Hexane	1.80E+00
Formaldehyde	7.50E-02
Benzene	2.10E-03
Toluene	3.40E-03

SWN Production Company, LLC
Bonnette MSH Pad
Heater Treater Emissions Calculations - Greenhouse Gases

Equipment Information

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**
Emission Point ID:	EP-HT1 - EP-HT2
Description:	Heater Treater
Number of Units:	2
Burner Design (mmBtu/hr):	0.5
Fuel HHV (Btu/scf):	905
Annual Fuel Use (mmscf):	4.84
Annual Operating Hours:	8,760

Greenhouse Gas (GHG) Emissions[1]

Unit ID:	**EU-HT1 - EU-HT2 (EACH)**		**EU-HT1 and EU-HT2 (TOTAL)**	
Pollutant	**lb/hr**	**tonnes/yr**	**lb/hr**	**tonnes/yr**
CO_2	58.49	232.40	116.98	464.80
CH_4	<0.01	<0.01	<0.01	<0.01
N_2O	<0.01	<0.01	<0.01	<0.01
CH_4 as CO_2e	0.03	0.11	0.06	0.22
N_2O as CO_2e	0.03	0.13	0.07	0.26
Total CO_2 + CO_2e =	**58.55**	**232.64**	**117.10**	**465.28**

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[2]

Carbon Dioxide (CO_2)	53.06
Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] Conversion to short tons (tons) found in site-wide Summary of Greenhouse Gases - Short Tons per Year (tons) table.
[2] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Storage Tank Emissions - Criteria Air Pollutants

Tank Information

Unit ID:	**EU-TANKS-COND**	**EU-TANKS-PW**
Emission Point ID:	APC-COMB	APC-COMB
Contents: [1]	Condensate	Produced Water
Number of Tanks: [2]	4	4
Capacity (bbl) - Per Tank:	400	400
Capacity (gal) - Per Tank:	16,800	16,800
Total:		
Throughput (bbl/yr):	474,500	365,000
Throughput (gal/yr):	19,929,000	15,330,000
Throughput (bbl/d):	1,300	1,000
Per Tank:		
Throughput (bbl/yr):	118,625	91250
Throughput (gal/yr):	4,982,250	3,832,500
Throughput (bbl/d):	325.00	250.00
Tank Flashing Emission Factor (lb/bbl):	4.50	0.03
Working Losses (lb/yr): [3]	8,574.22	82.41
Breathing Losses (lb/yr): [3]	1,155.38	11.00
Turnovers:	1,186.25	912.50
Tank Vapor Capture Efficiency:	100%	100%
Captured Vapors Routed to:	Vapor Combustor	Vapor Combustor

Uncontrolled Storage Tank Emissions

Unit ID:	**EU-TANKS-COND**		**EU-TANKS-PW**	
Emissions	**lb/hr**	**TPY**	**lb/hr**	**TPY**
Working Losses	3.92	17.16	0.04	0.16
Breathing Losses	0.53	2.32	0.01	0.04
Flashing Losses	243.75	1,067.63	1.25	5.48
Total VOC =	**248.20**	**1,087.11**	**1.30**	**5.68**
Per Tank =	**62.05**	**271.78**	**0.32**	**1.42**

SWN Production Company, LLC
Bonnette MSH Pad
Storage Tank Emissions - Criteria Air Pollutants (Continued)

Controlled Storage Tank Emissions

Unit ID: **EU-TANKS-COND** **EU-TANKS-PW**

Emissions	lb/hr	TPY	lb/hr	TPY
Working Losses	0.08	0.34	<0.01	<0.01
Breathing Losses	0.01	0.05	<0.01	<0.01
Flashing Losses	4.88	21.35	0.03	0.11
Total VOC =	**4.96**	**21.74**	**0.03**	**0.11**
Per Tank =	**1.24**	**5.44**	**0.01**	**0.03**

Notes:

[1] Produced water tanks assumed to contain 99% produced water and 1% condensate.

[2] SWN requests to combine working, breathing and flashing emissions from each tank type to be combined into one emissions point with a total throughput limit rather than an individual tank limit.

[3] Tank working and breathing emissions were calculated using maximum throughput per tank in EPA TANKS 4.0.9d. Flashing calculated using Promax process simulation. Reports located in Attachment L. Uncontrolled tank working/breathing/flashing emissions are routed to a vapor combustor with 100% capture efficiency.

SWN Production Company, LLC
Bonnette MSH Pad
Storage Tank Emissions - Hazardous Air Pollutants

Uncontrolled Storage Tank Emissions

Unit ID: **EU-TANKS-COND** **EU-TANKS-PW**

Pollutant	lb/hr	TPY	lb/hr	TPY
Total VOC = [1]	**248.20**	**1,087.11**	**1.30**	**5.68**
n-Hexane	14.35	62.87	0.07	0.33
Benzene	0.17	0.76	<0.01	<0.01
Toluene	0.97	4.24	0.01	0.02
Ethylbenzene	1.05	4.58	0.01	0.02
Xylenes	3.55	15.57	0.02	0.08
Total HAP =	**20.09**	**88.01**	**0.10**	**0.46**

Controlled Storage Tank Emissions[2]

Unit ID: **EU-TANKS-COND** **EU-TANKS-PW**

Pollutant	lb/hr	TPY	lb/hr	TPY
Total VOC = [1]	**4.96**	**21.74**	**0.03**	**0.11**
n-Hexane	0.29	1.26	<0.01	0.01
Benzene	<0.01	0.02	<0.01	<0.01
Toluene	0.02	0.08	<0.01	<0.01
Ethylbenzene	0.02	0.09	<0.01	<0.01
Xylenes	0.07	0.31	<0.01	<0.01
Total HAP =	**0.40**	**1.76**	**<0.01**	**0.01**

SWN Production Company, LLC
Bonnette MSH Pad
Storage Tank Emissions - Hazardous Air Pollutants (Continued)

Estimated HAP Composition (% by Weight)[3]

Pollutant	Wt%
n-Hexane	5.783%
Benzene	0.070%
Toluene	0.390%
Ethylbenzene	0.421%
Xylenes	1.432%
Total HAP =	**8.096%**

Notes:

[1] VOC emissions calculated in Criteria Air Pollutant calculations.

[2] Uncontrolled tank working/breathing/flashing emissions are routed to a vapor combustor with 100% capture efficiency.

[3] Speciated liquids analysis located in Fugitive Emissions Calculations. HAP weight % calculated as % of total hydrocarbons in the sample. All HAP assumed to volatilize from liquids for most conservative emissions estimate.

SWN Production Company, LLC
Bonnette MSH Pad
Condensate Truck Loading Emissions - Criteria and Hazardous Air Pollutants

Loading Information

Unit ID:	**EU-LOAD-COND**
Emission Point ID:	APC-COMB
Fill Method:	Submerged
Type of Service:	Dedicated
Mode of Operation:	Normal
Saturation Factor:	0.6
Em. Factor (lb/1000 gal): [1]	5.81
Throughput (1000 gal):	19,929
Control Type:	Vapor Return/Combustion
Vapor Capture Efficiency: [2]	70%
Average Fill Rate (gal/hr):	7,500
Captured Vapors Routed to:	Vapor Combustor

7.925	= P, True vapor pressure of liquid loaded (max psia)[3]
50.028	= M, Molecular weight of vapor (lb/lb-mol)
50.33	= T, Temperature of bulk liquid loaded (average °F)
510.33	= T, Temperature of bulk liquid loaded (°F + 460 = °R)

Uncontrolled Loading Emissions[4]

Pollutant	Max. lb/hr	Avg. lb/hr	TPY
VOC =	**43.58**	**13.22**	**57.89**
n-Hexane	2.52	0.76	3.35
Benzene	0.03	0.01	0.04
Toluene	0.17	0.05	0.23
Ethylbenzene	0.18	0.06	0.24
Xylenes	0.62	0.19	0.83
Total HAP [5] =	**3.53**	**1.07**	**4.69**

SWN Production Company, LLC
Bonnette MSH Pad
Condensate Truck Loading Emissions - Criteria and Hazardous Air Pollutants (Continued)

Uncaptured Loading Emissions[4]

Pollutant	Max. lb/hr	Avg. lb/hr	TPY
VOC =	**13.07**	**3.97**	**17.37**
n-Hexane	0.76	0.23	1.01
Benzene	0.01	<0.01	0.01
Toluene	0.05	0.02	0.07
Ethylbenzene	0.06	0.02	0.07
Xylenes	0.19	0.06	0.25
Total HAP [5] =	**1.06**	**0.32**	**1.41**

Notes:

[1] AP-42 5.2-4 Eq.1: Loading Loss (lb/1000 gal) = 12.46 *S*P*M/T.

[2] Uncontrolled emissions that are captured by the collection system are routed to a vapor combustor. Per AP-42 5.2-6, 70% capture efficiency can be assumed for trucks not subject to NSPS. Uncaptured emissions shown represent those not captured by the collection system or controlled by the vapor combustor.

[3] AP-42 Section 7.1 - Properties of Selected Petroleum Liquids correlation with RVP estimated based on stabilization process.

[4] Maximum lb/hr based on average hourly truck loading rate. Average lb/hr based on TPY conversion assuming continuous operation.

[5] Speciated liquids analysis located in Fugitive Emissions Calculations. HAP weight % calculated as % of total hydrocarbons in the sample. All HAP assumed to volatilize from liquids for most conservative emissions estimate.

Pollutant	Wt%
n-Hexane	5.783%
Benzene	0.070%
Toluene	0.390%
Ethylbenzene	0.421%
Xylenes	1.432%
Total HAPs =	**8.096%**

SWN Production Company, LLC
Bonnette MSH Pad
Condensate Truck Loading Emissions - Greenhouse Gases

Loading Information

Unit ID:	**EU-LOAD-COND**
Emission Point ID:	APC-COMB
Fill Method:	Submerged
Type of Service:	Dedicated
Mode of Operation:	Normal
TOC Em. Factor (tonne/10^6 gal): [1]	0.91
Throughput (10^6 gal):	19.929
Control Type:	Vapor Return/Combustion
Vapor Capture Efficiency: [2]	70.00%
Average Fill Rate (gal/hr):	7,500
Captured Vapors Routed to:	Vapor Combustor

Input CH_4 from Promax =	1.9277%
Input CO_2 from Promax =	0.0586%

Uncontrolled Loading Emissions[3, 4]

Pollutant	Max. lb/hr	Avg. lb/hr	tonnes/yr	tons/yr
CH_4	0.29	0.09	0.35	0.39
CH_4 as CO_2e	7.25	2.20	8.74	9.63
CO_2	0.01	<0.01	0.01	0.01
Total CO_2 + CO_2e =	**7.26**	**2.20**	**8.75**	**9.65**

SWN Production Company, LLC
Bonnette MSH Pad
Condensate Truck Loading Emissions - Greenhouse Gases (Continued)

Uncaptured Loading Emissions[3, 4]

Pollutant	Max. lb/hr	Avg. lb/hr	tonnes/yr	tons/yr
CH_4	0.09	0.03	0.10	0.12
CH_4 as CO_2e	2.18	0.66	2.62	2.89
CO_2	<0.01	<0.01	<0.01	<0.01
Total CO_2 + CO_2e =	**2.18**	**0.66**	**2.63**	**2.89**

API Compendium Table 5-12

Loading Type	Emission Factor (tonne TOC/10^6 gal)
Rail/Truck - Submerged Loading - Dedicated Normal Service	0.91
Rail/Truck - Submerged Loading - Vapor Balance Service	1.51
Rail/Truck - Splash Loading - Dedicated Normal Service	2.20
Rail/Truck - Splash Loading - Vapor Balance Service	1.51
Marine Loading - Ships/Ocean Barges	0.28
Marine Loading - Barges	0.45

Notes:

[1] API Compendium of Greenhouse Gas Emissions Methodologies for the Oil and Gas Industry, Table 5-12.

[2] Uncontrolled emissions that are captured by the collection system are routed to a vapor combustor. Per AP-42 5.2-6, 70% capture efficiency can be assumed for trucks not subject to NSPS. Uncaptured emissions shown represent those not captured by the collection system or controlled by the vapor combustor.

[3] Maximum lb/hr based on average hourly truck loading rate. Average lb/hr based on TPY conversion assuming continuous operation.

[4] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25

SWN Production Company, LLC
Bonnette MSH Pad
Produced Water Truck Loading Emissions - Criteria and Hazardous Air Pollutants

Loading Information

Unit ID:	**EU-LOAD-PW**
Emission Point ID:	APC-COMB
Fill Method:	Submerged
Type of Service:	Dedicated
Mode of Operation:	Normal
Saturation Factor:	0.6
Em. Factor (lb/1000 gal): [1]	0.07
Throughput (1000 gal):	15,330
Control Type:	Vapor Return/Combustion
Vapor Capture Efficiency: [2]	70%
Average Fill Rate (gal/hr):	7,500
Captured Vapors Routed to:	Vapor Combustor

0.2427	= P, True vapor pressure of liquid loaded (max psia)
20.1493	= M, Molecular weight of vapor (lb/lb-mol)
50.33	= T, Temperature of bulk liquid loaded (average °F)
510.33	= T, Temperature of bulk liquid loaded (°F + 460 = °R)

Uncontrolled Loading Emissions[3]

Pollutant	Max. lb/hr	Avg. lb/hr	TPY
VOC =	**0.53**	**0.12**	**0.54**
n-Hexane	0.03	0.01	0.03
Benzene	<0.01	<0.01	<0.01
Toluene	<0.01	<0.01	<0.01
Ethylbenzene	<0.01	<0.01	<0.01
Xylenes	0.01	<0.01	0.01
Total HAP[4] =	**0.04**	**0.01**	**0.04**

SWN Production Company, LLC
Bonnette MSH Pad
Produced Water Truck Loading Emissions - Criteria and Hazardous Air Pollutants (Continued)

Uncaptured Loading Emissions[3]

Pollutant	Max. lb/hr	Avg. lb/hr	TPY
VOC =	**0.16**	**0.04**	**0.16**
n-Hexane	0.01	<0.01	0.01
Benzene	<0.01	<0.01	<0.01
Toluene	<0.01	<0.01	<0.01
Ethylbenzene	<0.01	<0.01	<0.01
Xylenes	<0.01	<0.01	<0.01
Total HAP[4] =	**0.01**	**<0.01**	**0.01**

Notes:

[1] AP-42 5.2-4 Eq.1: Loading Loss (lb/1000 gal) = 12.46 *S*P*M/T. Properties based on mixture of 99% water and 1% condensate.

[2] Uncontrolled emissions that are captured by the collection system are routed to a vapor combustor. Per AP-42 5.2-6, 70% capture efficiency can be assumed for trucks not subject to NSPS. Uncaptured emissions shown represent those not captured by the collection system or controlled by the vapor combustor.

[3] Maximum lb/hr based on average hourly truck loading rate. Average lb/hr based on TPY conversion assuming continuous operation.

[4] Speciated liquids analysis located in Fugitive Emissions Calculations. HAP weight % calculated as % of total hydrocarbons in the sample. All HAP assumed to volatilize from liquids for most conservative emissions estimate.

Pollutant	Wt%
n-Hexane	5.783%
Benzene	0.070%
Toluene	0.390%
Ethylbenzene	0.421%
Xylenes	1.432%
Total HAPs =	**8.096%**

SWN Production Company, LLC
Bonnette MSH Pad
Produced Water Truck Loading Emissions - Greenhouse Gases

Loading Information

Unit ID:	**EU-LOAD-PW**
Emission Point ID:	APC-COMB
Fill Method:	Submerged
Type of Service:	Dedicated
Mode of Operation:	Normal
TOC Em. Factor (tonne/10^6 gal): [1]	0.91
Throughput (10^6 gal):	15.330
Control Type:	Vapor Return/Combustion
Vapor Capture Efficiency: [2]	70.00%
Average Fill Rate (gal/hr):	7,500
Captured Vapors Routed to:	Vapor Combustor

Input CH_4 from Promax =	35.6910%
Input CO_2 from Promax =	0.6029%

Uncontrolled Loading Emissions[3, 4]

Pollutant	Max. lb/hr	Avg. lb/hr	tonnes/yr	tons/yr
CH_4	5.37	1.25	4.98	5.49
CH_4 as CO_2e	134.26	31.33	124.48	137.21
CO_2	0.09	0.02	0.08	0.09
Total CO_2 + CO_2e =	**134.35**	**31.35**	**124.56**	**137.30**

SWN Production Company, LLC
Bonnette MSH Pad
Produced Water Truck Loading Emissions - Greenhouse Gases (Continued)

Uncaptured Loading Emissions[3, 4]

Pollutant	Max. lb/hr	Avg. lb/hr	tonnes/yr	tons/yr
CH_4	1.61	0.38	1.49	1.65
CH_4 as CO_2e	40.28	9.40	37.34	41.16
CO_2	0.03	0.01	0.03	0.03
Total CO_2 + CO_2e =	**40.30**	**9.40**	**37.37**	**41.19**

API Compendium Table 5-12

Loading Type	Emission Factor (tonne TOC/10^6 gal)
Rail/Truck - Submerged Loading - Dedicated Normal Service	0.91
Rail/Truck - Submerged Loading - Vapor Balance Service	1.51
Rail/Truck - Splash Loading - Dedicated Normal Service	2.20
Rail/Truck - Splash Loading - Vapor Balance Service	1.51
Marine Loading - Ships/Ocean Barges	0.28
Marine Loading - Barges	0.45

Notes:

[1] API Compendium of Greenhouse Gas Emissions Methodologies for the Oil and Gas Industry, Table 5-12.

[2] Uncontrolled emissions that are captured by the collection system are routed to a vapor combustor. Per AP-42 5.2-6, 70% capture efficiency can be assumed for trucks not subject to NSPS. Uncaptured emissions shown represent those not captured by the collection system or controlled by the vapor combustor.

[3] Maximum lb/hr based on average hourly truck loading rate. Average lb/hr based on TPY conversion assuming continuous operation.

[4] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25

SWN Production Company, LLC
Bonnette MSH Pad
Tanks/Loading Vapor Combustor Emissions Calculations - Criteria and Hazardous Air Pollutants

Criteria and Hazardous Air Pollutant Emissions

Unit ID	Pollutant	Emission Factors[1]	Total Captured Emissions[2]		Combustor Destruction Efficiency	Total Controlled Emissions (Post-Capture and Combustion)	
			lb/hr	TPY	%	lb/hr	TPY
APC-COMB	NOx	0.138	-	-	-	2.07	9.07
	CO	0.2755	-		-	4.13	18.09
	PM	7.6	-		-	0.04	0.18
	VOC	Mass Balance	258.83	1,133.69	98.00%	5.18	22.69
	n-Hexane	Mass Balance	14.96	65.57	98.00%	0.30	1.31
	Benzene	Mass Balance	0.18	0.79	98.00%	<0.01	0.02
	Toluene	Mass Balance	1.02	4.42	98.00%	0.02	0.09
	Ethylbenzene	Mass Balance	1.10	4.77	98.00%	0.02	0.10
	Xylenes	Mass Balance	3.70	16.24	98.00%	0.07	0.32

Notes:

[1] Although a vapor combustor is not considered a flare by design, the function is consistent in that it combusts a waste stream for the purpose of reducing emissions; therefore, flare emission factors for NOx and CO were used to provide the most accurate emissions estimates. Although the combustor is designed to be smokeless, PM emissions have been estimated using AP-42 Table 1.4-1 factor (lb/mmscf) for a conservative estimate.

Hours per Year: 8,760
Number of Combustors: 1

NOx and CO emission factors (lb/mmBtu): *TCEQ Air Permit Technical Guidance for Chemical Sources: Flares and Vapor Oxidizers:* High Btu waste streams (>1,000 Btu/scf) based on heat input to the combustor = 15.00 mmBtu/hr Total Heat Input

[2] Total captured emissions are based on 100% capture efficiency from storage tanks and 70% capture efficiency from truck loading with 98% destruction efficiency from the vapor combustor based on 8,760 hours of operation per year. Uncaptured vapors reported at loading emission units. Captured emissions from sources controlled by VOC combustor shown in following tables.

3 Emissions will be controlled by a VRU, but are shown as being controlled by the combutor for operational flexibility and a conservative estimate of emissions.

SWN Production Company, LLC
Bonnette MSH Pad
Tanks/Loading Vapor Combustor Emissions Calculations - Criteria and Hazardous Air Pollutants (Continued)

Source	Captured VOC Emissions	
	lb/hr	TPY
Condensate Storage Tanks	248.20	1,087.11
Produced Water Storage Tanks	1.30	5.68
Condensate Truck Loading	9.25	40.52
Produced Water Truck Loading	0.08	0.38
Total VOC =	**258.83**	**1,133.69**

Source	Captured HAP Emissions (lb/hr)				
	n-Hexane	Benzene	Toluene	Ethylbenzene	Xylenes
Condensate Storage Tanks	14.35	0.17	0.97	1.05	3.55
Produced Water Storage Tanks	0.07	0.00	0.01	0.01	0.02
Condensate Truck Loading	0.54	0.01	0.04	0.04	0.13
Produced Water Truck Loading	<0.01	<0.01	<0.01	<0.01	<0.01
Total HAP =	**14.96**	**0.18**	**1.02**	**1.10**	**3.70**

Source	Captured HAP Emissions (TPY)				
	n-Hexane	Benzene	Toluene	Ethylbenzene	Xylenes
Condensate Storage Tanks	62.87	0.76	4.24	4.58	15.57
Produced Water Storage Tanks	0.33	0.00	0.02	0.02	0.08
Condensate Truck Loading	2.34	0.03	0.16	0.17	0.58
Produced Water Truck Loading	0.02	<0.01	<0.01	<0.01	0.01
Total HAP =	**65.57**	**0.79**	**4.42**	**4.77**	**16.24**

SWN Production Company, LLC
Bonnette MSH Pad
Tanks/Loading Vapor Combustor Emissions Calculations - Greenhouse Gases

Equipment Information

Unit ID:	**APC-COMB**
Description:	Vapor Combustor
Number of Combustors:	1
Burner Design Capacity (mmBtu/hr):	15.00
Stream HHV (Btu/scf):	2,682
Annual Throughput (mmscf):	48.99
Annual Operating Hours:	8,760

Greenhouse Gas (GHG) Emissions

Pollutant	lb/hr	tonnes/yr	tons/yr
CO_2	1,754.66	6,972.07	7,685.39
CH_4	0.03	0.13	0.14
N_2O	<0.01	0.01	0.01
CH_4 as CO_2e	0.83	3.28	3.62
N_2O as CO_2e	0.99	3.92	4.32
Total CO_2 + CO_2e =	**1,756.47**	**6,979.27**	**7,693.33**

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[1]

Carbon Dioxide (CO_2)	53.06
Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Vapor Combustor Pilot Emissions Calculations - Criteria Air Pollutants

Criteria Air Pollutant Emissions

Unit ID	Pollutant	Emission Factors [1] (lb/mmscf)	Emissions lb/hr	Emissions TPY
EU-PILOT APC-COMB	NOx	100	0.01	0.04
	CO	84	<0.01	0.02
	VOC	5.5	<0.01	<0.01
	SO_2	0.6	<0.01	<0.01
	PM	7.6	<0.01	<0.01

905	Pilot Stream Heat Content (Btu/SCF)
8,760	Pilot Hours/Yr
50	Pilot Gas Flow Rate (SCFH)
45,250	Total Pilot Gas Fuel Use (Btu/hr)
0.44	Total Annual Fuel Use (MMSCF)

Notes:
[1] AP-42 Table 1.4-1, -2 (7/98)

SWN Production Company, LLC
Bonnette MSH Pad
Vapor Combustor Pilot Emissions Calculations - Hazardous Air Pollutants

Hazardous Air Pollutant Emissions

Unit ID	Pollutant	Emission Factors [1] (lb/mmscf)	Emissions lb/hr	Emissions TPY
EU-PILOT APC-COMB	n-Hexane	1.8	<0.01	<0.01
	Formaldehyde	0.075	<0.01	<0.01
	Benzene	0.0021	<0.01	<0.01
	Toluene	0.0034	<0.01	<0.01
		Total HAPs =	**<0.01**	**<0.01**

905	Pilot Stream Heat Content (Btu/SCF)
8,760	Pilot Hours/Yr
50	Pilot Gas Flow Rate (SCFH)
45,250	Total Pilot Gas Fuel Use (Btu/hr)
0.44	Total Annual Fuel Use (MMSCF)

Notes:

[1] AP-42 Table 1.4-3 (7/98)

SWN Production Company, LLC
Bonnette MSH Pad
Vapor Combustor Pilot Emissions Calculations - Greenhouse Gases

Greenhouse Gas (GHG) Emissions

Unit ID	Pollutant	Emissions		
		lb/hr	tonnes/yr	tons/yr
EU-PILOT	CO_2	5.29	21.03	23.18
APC-COMB	CH_4	<0.01	<0.01	<0.01
	N_2O	<0.01	<0.01	<0.01
	CH_4 as CO_2e	<0.01	0.01	0.01
	N_2O as CO_2e	<0.01	0.01	0.01
	Total CO_2 + CO_2e =	**5.30**	**21.05**	**23.21**

905	Pilot Stream Heat Content (Btu/SCF)
8,760	Pilot Hours/Yr
50	Pilot Gas Flow Rate (SCFH)
45,250	Total Pilot Gas Fuel Use (Btu/hr)
0.44	Total Annual Fuel Use (MMSCF)

40 CFR 98 Tables C-1 and C-2 Emission Factors (kg/mmBtu)[1]

Carbon Dioxide (CO_2)	53.06
Methane (CH_4)	1.00E-03
Nitrous Oxide (N_2O)	1.00E-04

Notes:
[1] CO_2e = CO_2 equivalent (Pollutant times GWP multiplier):
40 CFR 98 Table A-1, Global Warming Potential (GWP) multiplier: CO_2 = 1, CH_4 = 25, N_2O = 298

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Emissions Calculations - Criteria and Hazardous Air Pollutants and Greenhouse Gases

Equipment Information

Source Type/Service	Number of Sources[1]	Em. Factor (lb/hr/source)[2]	Control Efficiency	TOC lb/hr	TOC TPY	VOC Wt %
Valves - Gas	144	9.92E-03	0.00%	1.43	6.26	24.18%
Flanges - Gas	571	8.60E-04	0.00%	0.49	2.15	24.18%
Compressor Seals - Gas	9	1.94E-02	0.00%	0.17	0.74	24.18%
Relief Valves - Gas	43	1.94E-02	0.00%	0.83	3.64	24.18%
Open-Ended Lines - Gas	0	4.41E-03	0.00%	0.00	0.00	24.18%
Total TOC (Gas Components) =				**2.92**	**12.79**	-
Valves - Light Oil	106	5.51E-03	0.00%	0.58	2.54	94.29%
Connectors - Light Oil	418	4.63E-04	0.00%	0.19	0.83	94.29%
Pump Seals - Light Oil	0	2.87E-02	0.00%	0.00	0.00	94.29%
Other - Light Oil	0	1.65E-02	0.00%	0.00	0.00	94.29%
Total TOC (Liquid Components) =				**0.77**	**3.37**	-

VOC and Greenhouse Gas Emissions

Source Type/Service	VOC			CH_4		CO_2	
	lb/hr	TPY	lb/yr	lb/hr	TPY	lb/hr	TPY
Valves - Gas	0.35	1.51	3,025.83	0.74	3.25	<0.01	0.02
Flanges - Gas	0.12	0.52	1,039.85	0.25	1.12	<0.01	0.01
Compressor Seals - Gas	0.04	0.18	369.82	0.09	0.38	<0.01	<0.01
Relief Valves - Gas	0.20	0.88	1,766.94	0.43	1.89	<0.01	0.01
Open-Ended Lines - Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Gas Service =	**0.71**	**3.09**	**6,202.45**	**1.52**	**6.65**	**0.01**	**0.04**
Valves - Light Oil	0.55	2.41	4,825.66	0.01	0.05	<0.01	<0.01
Connectors - Light Oil	0.18	0.80	1,598.48	<0.01	0.02	<0.01	<0.01
Pump Seals - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Liquid Service =	**0.73**	**3.18**	**6,394.80**	**0.01**	**0.06**	**<0.01**	**<0.01**
Total (Gas + Liquid Components) =	**1.43**	**6.27**	**12,597.25**	**1.53**	**6.71**	**0.01**	**0.04**

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Emissions Calculations (Continued)

Hazardous Air Pollutant (HAP) Emissions (lb/hr)

Source Type/Service	n-Hexane	Benzene	Toluene	Ethylbenzene	Xylenes	2,2,4-Tri.	Total
Valves - Gas	0.01	<0.01	<0.01	<0.01	<0.01	0.00	0.01
Flanges - Gas	<0.01	<0.01	<0.01	<0.01	<0.01	0.00	<0.01
Compressor Seals - Gas	<0.01	<0.01	<0.01	<0.01	<0.01	0.00	<0.01
Relief Valves - Gas	<0.01	<0.01	<0.01	<0.01	<0.01	0.00	<0.01
Open-Ended Lines - Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Gas Service =	**0.01**	**<0.01**	**<0.01**	**<0.01**	**<0.01**	**0.00**	**0.01**
Valves - Light Oil	0.03	<0.01	<0.01	<0.01	0.01	0.00	0.05
Connectors - Light Oil	0.01	<0.01	<0.01	<0.01	<0.01	0.00	0.02
Pump Seals - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Liquid Service =	**0.04**	**<0.01**	**<0.01**	**<0.01**	**0.01**	**0.00**	**0.06**
Total (Gas + Liquid Components) =	**0.06**	**<0.01**	**<0.01**	**<0.01**	**0.01**	**0.00**	**0.08**

Hazardous Air Pollutant (HAP) Emissions (TPY)

Source Type/Service	n-Hexane	Benzene	Toluene	Ethylbenzene	Xylenes	2,2,4-Tri.	Total
Valves - Gas	0.03	<0.01	<0.01	<0.01	<0.01	0.00	0.03
Flanges - Gas	0.01	<0.01	<0.01	<0.01	<0.01	0.00	0.01
Compressor Seals - Gas	<0.01	<0.01	<0.01	<0.01	<0.01	0.00	<0.01
Relief Valves - Gas	0.02	<0.01	<0.01	<0.01	<0.01	0.00	0.02
Open-Ended Lines - Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Gas Service =	**0.06**	**<0.01**	**<0.01**	**<0.01**	**<0.01**	**0.00**	**0.06**
Valves - Light Oil	0.15	<0.01	0.01	0.01	0.04	0.00	0.21
Connectors - Light Oil	0.05	<0.01	<0.01	<0.01	0.01	0.00	0.07
Pump Seals - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other - Light Oil	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Components in Liquid Service =	**0.20**	**<0.01**	**0.01**	**0.01**	**0.05**	**0.00**	**0.28**
Total (Gas + Liquid Components) =	**0.26**	**<0.01**	**0.01**	**0.01**	**0.05**	**0.00**	**0.34**

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Emissions Calculations (Continued)

Typical Component Count per Equipment Type based on Representative Facility[3]

Source Type/Service	WH	GPU	HT	LPT	FGC	OT	TT-O
Valves - Gas	12	3	2	5	5	0	0
Flanges - Gas	37	15	9	24	33	3	2
Compressor Seals - Gas	0	0	0	0	3	0	0
Relief Valves - Gas	1	3	1	1	1	1	1
Open-Ended Lines - Gas	0	0	0	0	0	0	0
Valves - Light Oil	0	5	6	12	3	6	9
Connectors - Light Oil	0	20	24	48	12	24	30
Pump Seals - Light Oil	0	0	0	0	0	0	0
Other - Light Oil	0	0	0	0	0	0	0

Equipment Type	WH	GPU	HT	LPT	FGC	OT	TT-O
Number of Each Type On Pad =	8	8	2	1	3	4	1

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Emissions Calculations (Continued)

Speciated Gas Analysis[4]

Component	Molecular Weight	Mole %	Equiv. Wt. Basis	Weight %	HC Weight %	lb/hr	TPY
Hydrogen Sulfide	34.082	0.000%	0.000	0.000%	-	0.00	0.00
Carbon Dioxide	44.010	0.149%	0.066	0.295%	-	0.01	0.04
Nitrogen	28.013	0.513%	0.144	0.646%	-	0.02	0.08
Methane	16.042	71.427%	11.458	51.479%	51.968%	1.52	6.65
Ethane	30.069	17.491%	5.259	23.629%	23.853%	0.70	3.05
Propane	44.096	6.802%	2.999	13.476%	13.603%	0.40	1.74
i-Butane	58.122	0.668%	0.388	1.744%	1.761%	0.05	0.23
n-Butane	58.122	1.828%	1.062	4.773%	4.819%	0.14	0.62
i-Pentane	72.149	0.327%	0.236	1.060%	1.070%	0.03	0.14
n-Pentane	72.149	0.440%	0.317	1.426%	1.440%	0.04	0.18
n-Hexane	86.175	0.107%	0.092	0.414%	0.418%	0.01	0.05
Other Hexanes	86.175	0.135%	0.116	0.523%	0.528%	0.02	0.07
Heptanes (as n-Heptane)	100.202	0.078%	0.078	0.351%	0.354%	0.01	0.05
Benzene	78.114	0.001%	0.001	0.004%	0.004%	<0.01	<0.01
Toluene	92.141	0.002%	0.002	0.008%	0.008%	<0.01	<0.01
Ethylbenzene	106.167	0.000%	0.000	0.001%	0.001%	<0.01	<0.01
Xylenes	106.167	0.001%	0.001	0.005%	0.005%	<0.01	<0.01
2,2,4-Trimethylpentane	114.230	0.000%	0.000	0.000%	0.000%	0.00	0.00
Octanes (as n-Octane)	114.229	0.022%	0.025	0.113%	0.114%	<0.01	0.01
Nonanes (as n-Nonane)	128.255	0.006%	0.008	0.035%	0.035%	<0.01	<0.01
Decanes (as n-Decane)	142.282	0.003%	0.004	0.019%	0.019%	<0.01	<0.01
TOTAL =		**100.00%**	**22.26**	**100.00%**	**100.00%**	**2.95**	**12.91**
		TOTAL HC =	**22.05**	**TOTAL VOC =**	**24.18%**	**0.70**	**3.10**
				TOTAL HAP =	**0.44%**	**0.01**	**0.06**

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Emissions Calculations (Continued)

Speciated Liquids Analysis[4]

Component	Molecular Weight	Mole %	Equiv. Wt. Basis	Weight %	HC Weight %	lb/hr	TPY
Hydrogen Sulfide	34.082	0.000%	0.000	0.000%	-	0.00	0.00
Carbon Dioxide	44.010	0.013%	0.006	0.007%	-	<0.01	<0.01
Nitrogen	28.013	0.026%	0.007	0.009%	-	<0.01	<0.01
Methane	16.042	8.861%	1.421	1.836%	1.836%	0.01	0.06
Ethane	30.069	9.965%	2.996	3.870%	3.871%	0.03	0.13
Propane	44.096	11.708%	5.163	6.668%	6.669%	0.05	0.22
i-Butane	58.122	2.480%	1.441	1.862%	1.862%	0.01	0.06
n-Butane	58.122	9.597%	5.578	7.204%	7.206%	0.06	0.24
i-Pentane	72.149	3.683%	2.657	3.432%	3.433%	0.03	0.12
n-Pentane	72.149	6.541%	4.719	6.095%	6.096%	0.05	0.21
n-Hexane	86.175	5.195%	4.477	5.782%	5.783%	0.04	0.19
Other Hexanes	86.175	5.393%	4.647	6.002%	6.003%	0.05	0.20
Heptanes (as n-Heptane)	100.202	10.008%	10.028	12.952%	12.954%	0.10	0.44
Benzene	78.114	0.069%	0.054	0.070%	0.070%	<0.01	<0.01
Toluene	92.141	0.328%	0.302	0.390%	0.390%	<0.01	0.01
Ethylbenzene	106.167	0.307%	0.326	0.421%	0.421%	<0.01	0.01
Xylenes	106.167	1.044%	1.108	1.432%	1.432%	0.01	0.05
2,2,4-Trimethylpentane	114.230	0.000%	0.000	0.000%	0.000%	0.00	0.00
Octanes (as n-Octane)	114.229	7.566%	8.643	11.162%	11.164%	0.09	0.38
Nonanes (as n-Nonane)	128.255	4.597%	5.896	7.615%	7.616%	0.06	0.26
Decanes (as n-Decane)	142.282	12.619%	17.955	23.190%	23.193%	0.18	0.78
TOTAL =		**100.00%**	**77.43**	**100.00%**	**100.00%**	**0.77**	**3.37**
		TOTAL HC =	**77.41**	**TOTAL VOC =**	**94.29%**	**0.73**	**3.18**
				TOTAL HAP =	**8.10%**	**0.06**	**0.27**

Notes:

[1] Component counts taken by equipment type at representative facility and made site-specific according to the number of each equipment type at this site.

[2] Emission Factor Source: EPA-453/R-95-017. TOC multiplied by pollutant content of streams (weight %) to obtain pollutant emissions.

[3] Equipment Type Key: WH = Well Head, GPU = Gas Production Unit, HT = Heater Treater, LPT = Low-Pressure Tower, FGC = Flash Gas Compressor, OT = Oil Tank, TT-O = Tank Truck - Oil

[4] Analyses located in Appendix A.

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Unpaved Haul Road Emissions Calculations

Facility Data [1]

Vehicle Type	Light Vehicles (Pick-ups and Cars)	Medium Trucks (Service Trucks)	Heavy Trucks (Tanker Trucks)[2]
Average vehicle weight ((empty + full)/2) (tons)	2	15	23.5
Number of wheels per vehicle type (w)	4	10	18
Average number of round trips/day/vehicle type	7	4	12
Distance per round trip (miles/trip)	0.42	0.42	0.42
Vehicle miles travelled (miles/day)	2.92	1.67	5.04
Number of days operational (days/yr)	365	365	365
Vehicle miles travelled VMT (miles/yr)	1,064.58	608.33	1,841.01
Average vehicle speed S (mph)	10	10	10
Average number of round trips/hour/vehicle type	0.39	0.22	0.67
Average number of round trips/year/vehicle type	2,555	1,460	4,418
Estimated maximum number of round trips/hour/vehicle type	3	3	2
Estimated maximum number of round trips/day/vehicle type	7	4	15
Estimated maximum number of round trips/year/vehicle type	2,683	1,533	5,749

190	Average Tanker Volume (bbl)
7,980	Gallons Tanker Volume
1,000	bwpd
1,300	bopd
12.11	Tanker Trucks per Day
650	Length Leased Access Road (ft)
450	Longest Pad Side (ft)
2,200	Total Round Trip Feet

Formula & Calculation Inputs

$E=k(s/12)^a * (W/3)^b * ((365-P) / 365)$ *Reference : AP-42, Section 13.2.2 (11/06), Equation 1a and 2*

where:	Rate	Units	Comment
Days per year	365		
Annual average hours per day of road operations	18		
k = PM Particle Size Multiplier	4.90	lb/VMT	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2 (PM)
k = PM10 Particle Size Multiplier	1.50	lb/VMT	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2 (PM_{10})
k = PM2.5 Particle Size Multiplier	0.15	lb/VMT	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2 ($PM_{2.5}$)
s = Surface Material Silt Content	3.9	%	State Default Data from AP-42 Data (1999 NEI Data)
P = Number of days > 0.01 inch of rain	150	days/year	AP-42 Section 13.2.2 (11/06), Figure 13.2.2-1
a = PM Constant	0.70	unitless	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2 (PM)
a = PM10 & PM2.5 Constant	0.90	unitless	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2 (PM_{10} & $PM_{2.5}$)
b = PM, PM10, & PM2.5 Constant	0.45	unitless	AP-42 Section 13.2.2 (11/06), Table 13.2.2-2
Total hourly fleet vehicle miles travelled (miles/hr)	0.53	VMT/hr	
Total annual fleet vehicle miles travelled (miles/yr)[3]	3,513.93	VMT/yr	
Average wheels[4]	12		
Average vehicle weight of the fleet (W)[5]	15.5	tons	
Moisture Ratio	1.00		Estimated based on 0.2% uncontrolled surface water content assuming no watering
Control Efficiency (CF)	0.00	%	Based on Moisture Ratio and Figure 13.2.2-2 Control

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Continued on Next Page

SWN Production Company, LLC
Bonnette MSH Pad
Fugitive Unpaved Haul Road Emissions Calculations

Emission Calculations

	Emission Factors			Control Efficiency	Total Vehicle Miles Travelled		Uncontrolled Emission Rates			Uncontrolled Emission Rates		
	PM	PM_{10}	$PM_{2.5}$				Total PM	Total PM_{10}	$PM_{2.5}$	Total PM	Total PM_{10}	$PM_{2.5}$
Vehicle Type	**(lbs/VMT)**	**(lbs/VMT)**	**(lbs/VMT)**	**(%)**	**(VMT/hr)**	**(VMT/yr)**	**(lb/hr)**	**(lb/hr)**	**(lb/hr)**	**(tons/yr)**	**(tons/yr)**	**(tons/yr)**
Light Vehicles	2.75	0.67	0.07	0.00	0.16	1,064.58	0.44	0.11	0.01	1.46	0.36	0.04
Medium Trucks	2.75	0.67	0.07	0.00	0.09	608.33	0.26	0.06	0.01	0.84	0.20	0.02
Heavy Trucks	2.75	0.67	0.07	0.00	0.28	1,841.01	0.77	0.19	0.02	2.53	0.62	0.06
			Total =	**0.00**	**0.53**	**3,513.92**	**1.47**	**0.36**	**0.04**	**4.83**	**1.18**	**0.12**

Notes:

1) Facility vehicle data based on estimates, GP5.1 and AP-42 13.2.2-2 defaults for industrial unpaved roads

2) Tank trucker average vehicle weight as $(W_{(empty)}+W_{(full)})/2 = (7 + 40)/2 = 23.7$ tons

3) Average vehicle miles travelled (VMT/yr) as (No. of round trip/vehicle * No. of vehicles/type * Roundtrip miles/trip)* 365 days/yr * No. of vehicle type)

4) Average wheels calculated as average of (No. of wheels per vehicle type * No. of vehicle/type)

5) Average vehicle fleet calculated as (Average weight of vehicle type * Percentage of each vehicle type on unpaved surface). Percentage of each vehicle type= $VMT_{vehicle\ type}$/VMT

6) Minimum one-per-day average pick-up trucks and service trucks even if tanker not required every day.

7) Per EPA BID calculations, all emissions based on average trips. Estimated maximum hourly, daily and yearly trips provided for information only.

Calculation of Emission Factors (AP-42, 13.2.2)

Equation 1a: $EF = k(s/12)^a (W/3)^b$ *where k, a, and b are empirical constants and*

EF = size-specific emission factor (lb/VMT)

s = surface material silt content %

W = mean vehicle weight (tons)

Equation 2: $EF_{ext} = EF*((365-P)/365)$ *where:*

EF_{ext} *= annual size-specific emission factor extrapolated for natural mitigation, lb/VMT*

EF = emission factor from Equation 1a

P = number of days in a year with at least 0.01 inches of precipitation

Calculation of Emissions

$E = EF_{ext} * VMT/yr * ((1-CF)/100) * 1\ ton/2000\ lbs$ *where:*

E = annual emissions (tons/yr)

EF_{ext} *= annual size-specific emission factor extrapolated for natural mitigation, lb/VMT*

CF = control efficiency (%)

ATTACHMENT U: FACILITY-WIDE EMISSION SUMMARY SHEETS

ATTACHMENT U – FACILITY-WIDE CONTROLLED EMISSIONS SUMMARY SHEET																
List all sources of emissions in this table. Use extra pages if necessary.																
Emission Point ID #	NO_X		CO		VOC		SO_2		PM_{10}		$PM_{2.5}$		CH_4		GHG (CO_2e)	
	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy
EP-ENG1	0.32	1.40	0.64	2.80	0.09	0.39	<0.01	<0.01	0.02	0.09	0.02	0.09	<0.01	0.01	155.19	679.73
EP-ENG2	0.32	1.40	0.64	2.80	0.09	0.39	<0.01	<0.01	0.02	0.09	0.02	0.09	<0.01	0.01	155.19	679.73
EP-ENG3	0.43	1.88	0.86	3.77	0.30	1.31	<0.01	<0.01	0.03	0.15	0.03	0.15	<0.01	0.02	206.62	905.00
EP-GPU1 - EP-GPU8	0.88	3.84	0.72	3.12	0.05	0.24	0.01	0.02	0.07	0.29	0.07	0.29	0.02	0.08	936.78	4103.11
EP-HT1 - EP-HT2	0.12	0.52	0.10	0.44	0.01	0.02	<0.01	<0.01	0.01	0.04	0.01	0.04	<0.01	0.01	117.10	512.89
EP-LOAD-COND	-	-	-	-	3.97	17.37	-	-	-	-	-	-	0.03	0.12	0.66	2.89
EP-LOAD-PW	-	-	-	-	0.04	0.16	-	-	-	-	-	-	0.38	1.65	9.40	41.19
APC-COMB	2.08	9.11	4.13	18.11	5.18	22.69	<0.01	<0.01	0.04	0.18	0.04	0.18	0.03	0.15	1,761.77	7,716.54
TOTAL	4.15	18.16	7.09	31.04	9.72	42.57	0.01	0.04	0.19	0.83	0.19	0.83	0.46	2.04	3,342.71	14,641.08

Annual emissions shall be based on 8,760 hours per year of operation for all emission units.
According to 45CSR14 Section 2.43.e, fugitive emissions are not included in the major source determination because it is not listed as one of the source categories in Table 1. Therefore, fugitive emissions shall not be included in the PTE above.

Note that the emissions from the APC-COMB includes uncombusted emissions from the tanks and loading operations, as well as combustor pilot emissions.

ATTACHMENT U – FACILITY-WIDE HAP CONTROLLED EMISSIONS SUMMARY SHEET

List all sources of emissions in this table. Use extra pages if necessary.

Emission Point ID #	Formaldehyde		Benzene		Toluene		Ethylbenzene		Xylenes		Hexane		Total HAPs	
	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy
EP-ENG1	0.02	0.09	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	-	-	0.03	0.15
EP-ENG2	0.02	0.09	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	-	-	0.03	0.15
EP-ENG3	0.04	0.16	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	-	-	0.06	0.24
EP-GPU1 - EP-GPU8	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	-	-	-	-	0.02	0.07	0.02	0.07
EP-HT1 - EP-HT2	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	-	-	-	-	<0.01	0.01	<0.01	0.01
EP-LOAD-COND	-	-	<0.01	0.01	0.02	0.07	0.02	0.07	0.06	0.25	0.23	1.01	0.32	1.41
EP-LOAD-PW	-	-	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	0.01	<0.01	0.01
APC-COMB	<0.01	<0.01	<0.01	0.02	0.02	0.09	0.02	0.10	0.07	0.32	0.30	1.31	0.42	1.84
TOTAL	0.08	0.34	0.02	0.07	0.06	0.25	0.06	0.26	0.20	0.89	0.84	3.67	1.29	5.65

Annual emissions shall be based on 8,760 hours per year of operation for all emission units.

According to 45CSR14 Section 2.43.e, fugitive emissions are not included in the major source determination because it is not listed as one of the source categories in Table 1. Therefore, fugitive emissions shall not be included in the PTE above.

Note that the emissions from the APC-COMB includes uncombusted emissions from the tanks and loading operations, as well as combustor pilot emissions.

ATTACHMENT V: CLASS II LEGAL ADVERTISEMENT

Note: Affidavit of Publication will be submitted upon receipt by SWN from the publisher.

AIR QUALITY PERMIT NOTICE
Notice of Application

Notice is given that SWN Production Company, LLC has applied to the West Virginia Department of Environmental Protection, Division of Air Quality, for a G70-D General Permit Registration for a natural gas production facility (Bonnette MSH Pad) located in Marshall County, West Virginia. From the intersection of CR 2 and CR 7 in New Martinsville, WV, travel east on CR 7 13.36 miles to CR 1/15 (Brock Ridge Road) and turn left onto CR 1/15. Travel 4.02 miles north on CR 1/15 to CR 89 and turn left onto CR 89.Travel 4.70 miles on CR 89 to the intersection of CR 89 and CR 4(Saint Joseph Baker Hill Road) and turn right onto CR 4. There is a church and cemetery at this intersection. The church parking lot will be on your left as you turn onto CR 4.Proceed 4.23 miles on CR 4 to the well pad entrance on the left. Bonnette is located at 39.72041, -80.71138.

The applicant estimates the potential to discharge the following Regulated Air Pollutants will be:

Nitrogen Oxides (NOx)	18.16 tons/yr
Carbon Monoxide (CO)	31.04 tons/yr
Volatile Organic Compounds (VOC)	48.84 tons/yr
Sulfur Dioxide (SO_2)	0.04 tons/yr
Particulate Matter (PM)	5.66 tons/yr
Acetaldehyde	0.05 tons/yr
Acrolein	0.05 tons/yr
Benzene	0.08 tons/yr
Ethylbenzene	0.28 tons/yr
Formaldehyde	0.34 tons/yr
Methanol	0.06 tons/yr
n-Hexane	3.93 tons/yr
Toluene	0.27 tons/yr
Xylenes	0.94 tons/yr
Carbon Dioxide	14,582.07 tons/yr
Methane	8.74 tons/yr
Nitrous Oxide	0.02 tons/yr
CO_2 Equivalent	14,808.87 tons/yr

The change in equipment and operations is planned to begin on or about April 1, 2017. Written comments will be received by the West Virginia Department of Environmental Protection, Division of Air Quality, 601 57th Street, SE, Charleston, WV 25304, for at least 30 calendar days from the date of publication of this notice.

Any questions regarding this permit application should be directed to the DAQ at (304) 926-0499, extension 1250, during normal business hours.

Dated this the 1st of February, 2017

By: SWN Production Company, LLC
Carla Suszkowski, P.E.
Regulatory Manager – West Virginia Division
10000 Energy Drive
Spring, TX 77389