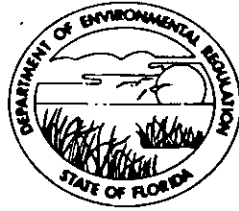


10/22/90

DEPARTMENT OF ENVIRONMENTAL REGULATION



APPLICATION TO OPERATE/CONSTRUCT AIR POLLUTION SOURCES

SOURCE TYPE: Natural Gas Compressor Engine [ ] New<sup>1</sup> [X] Existing<sup>1</sup>

APPLICATION TYPE: [ ] Construction [X] Operation [ ] Modification

COMPANY NAME: Florida Gas Transmission Company COUNTY: Santa Rosa

Identify the specific emission point source(s) addressed in this application (i.e., Lime Kiln No. 4 with Venturi Scrubber; Peaking Unit No. 2, Gas Fired) Station 12, Unit Nos. 1 to 5

SOURCE LOCATION: Street 5 miles north of Munson on SR 191 City Munson

UTM: East 16:510.83 km North 3,419.63 km

Latitude 30 ° 54 ' 42 "N Longitude 86 ° 53 ' 12 "W

APPLICANT NAME AND TITLE: W. Alan Bowman, Project Environmentalist

APPLICANT ADDRESS: P.O. Box 1188, Houston, Texas 77251 Phone: (713) 853-7303

SECTION I: STATEMENTS BY APPLICANT AND ENGINEER

A. APPLICANT

I am the undersigned owner or authorized representative\* of Florida Gas Transmission Co.

I certify that the statements made in this application for an operating permit are true, correct and complete to the best of my knowledge and belief. Further, I agree to maintain and operate the pollution control source and pollution control facilities in such a manner as to comply with the provision of Chapter 403, Florida Statutes, and all the rules and regulations of the department and revisions thereof. I also understand that a permit, if granted by the department, will be non-transferable and I will promptly notify the department upon sale or legal transfer of the permitted establishment.

\*Attach letter of authorization

Signed: \_\_\_\_\_

Stanley C. Horton, President

Name and Title (Please Type)

Date: \_\_\_\_\_ Telephone No. (713) 853-6177

B. PROFESSIONAL ENGINEER REGISTERED IN FLORIDA (where required by Chapter 471, F.S.)

This is to certify that the engineering features of this pollution control project have been designed/examined by me and found to be in conformity with modern engineering principles applicable to the treatment and disposal of pollutants characterized in the permit application. There is reasonable assurance, in my professional judgement, that

<sup>1</sup>See Florida Administration Code Rule 17-2.100(57) and (104)

the pollution control facilities, when properly maintained and operated, will discharge an effluent that complies with all applicable statutes of the State of Florida and the rules and regulations of the department. It is also agreed that the undersigned will furnish, if authorized by the owner, the applicant a set of instructions for the proper maintenance and operation of the pollution control facilities and, if applicable, pollution sources.

Signed David A. Buff

David A. Buff, P.E.  
Name (Please Type)

KBN Engineering and Applied Sciences, Inc.  
Company Name (Please Type)

1034 NW 57th Street, Gainesville, FL 32605  
Mailing Address (Please Type)

Florida Registration No. 19011 Date: 10/19/90 Telephone No. (904) 331-9000

SECTION II: GENERAL PROJECT INFORMATION

A. Describe the nature and extent of the project. Refer to pollution control equipment, and expected improvements in source performance as a result of installation. State whether the project will result in full compliance. Attach additional sheet if necessary.

See Attachment A

B. Schedule of project covered in this application (Construction Permit Application Only)

Start of Construction N/A Completion of Construction N/A

C. Costs of pollution control system(s): (Note: Show breakdown of estimated costs only for individual components/units of the project serving pollution control purposes. Information on actual costs shall be furnished with the application for operation permit.)

Not applicable

D. Indicate any previous DER permits, orders and notices associated with the emission point, including permit issuance and expiration dates.

This multiple-source application is being submitted in compliance with the terms of Consent Order OGC File No. 90-1225.

E. Requested permitted equipment operating time: hrs/day 24; days/wk 7; wks/yr 52;  
If power plant, hrs/yr N/A; if seasonal, describe: N/A

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F. If this is a new source or major modification, answer the following questions.  
(Yes or No) N/A. Sources have been in operation since 1968.

1. Is this source in a non-attainment area for a particular pollutant? \_\_\_\_\_
  - a. If yes, has "offset" been applied? \_\_\_\_\_
  - b. If yes, has "Lowest Achievable Emission Rate" been applied? \_\_\_\_\_
  - c. If yes, list non-attainment pollutants. \_\_\_\_\_
2. Does best available control technology (BACT) apply to this source?  
If yes, see Section VI. \_\_\_\_\_
3. Does the State "Prevention of Significant Deterioration" (PSD)  
requirement apply to this source? If yes, see Sections VI and VII. \_\_\_\_\_
4. Do "Standards of Performance for New Stationary Sources" (NSPS)  
apply to this source? \_\_\_\_\_
5. Do "National Emission Standards for Hazardous Air Pollutants"  
(NESHAP) apply to this source? \_\_\_\_\_

- H. Do "Reasonably Available Control Technology" (RACT) requirements apply  
to this source? No
- a. If yes, for what pollutants? \_\_\_\_\_
  - b. If yes, in addition to the information required in this form, any information  
requested in Rule 17-2.650 must be submitted.

Attach all supportive information related to any answer of "Yes". Attach any  
justification for any answer of "No" that might be considered questionable.

See Attachment A

SECTION III: AIR POLLUTION SOURCES & CONTROL DEVICES (Other than Incinerators)

A. Raw Materials and Chemicals Used in your Process, if applicable:

Description	Contaminants		Utilization Rate - lbs/hr	Relate to Flow Diagram
	Type	% Wt		
Not Applicable				

B. Process Rate, if applicable: (See Section V, Item 1)

1. Total Process Input Rate (lbs/hr): Not Applicable

2. Product Weight (lbs/hr): Not Applicable

C. Airborne Contaminants Emitted: (Information in this table must be submitted for each emission point, use additional sheets as necessary)

Note: Emissions represent total for all five engines.

Name of Contaminant	Emission <sup>1</sup>		Allowed <sup>2</sup> Emission Rate per Rule 17-2	Allowable <sup>3</sup> Emission lbs/hr	Potential <sup>4</sup> Emission		Relate to Flow Diagram
	Maximum lbs/hr	Actual T/yr			lbs/hr	T/yr	
NO <sub>x</sub>	242.5	1,062.2	N/A	N/A	242.5	1,062.2	
CO	30.9	135.3	N/A	N/A	30.9	135.3	
VOCs (non-methane)	9.7	42.5	N/A	N/A	9.7	42.5	
Particulates	0.36	1.6	N/A	N/A	0.36	1.6	
SO <sub>2</sub>	2.0	8.9	N/A	N/A	2.0	8.9	

<sup>1</sup>See Section V, Item 2.

<sup>2</sup>Reference applicable emission standards and units (e.g. Rule 17-2.600(5)(b)2. Table II, E. (1) - 0.1 pounds per million BTU heat input)

<sup>3</sup>Calculated from operating rate and applicable standard.

<sup>4</sup>Emission, if source operated without control (See Section V, Item 3).

D. Control Devices: (See Section V, Item 4) Not Applicable

Name and Type (Model & Serial No.)	Contaminant	Efficiency	Range of Particles Size Collected (in microns) (If applicable)	Basis for Efficiency (Section V Item 5)

E. Fuels

Type (Be Specific)	Consumption*		Maximum Heat Input (MMBTU/hr)
	avg/hr	max./hr	
Natural Gas	0.0714	0.0714	75.0
(total 5 engines)			

\*Units: Natural Gas--MMCF/hr; Fuel Oils--gallons/hr; Coal, wood, refuse, others--lbs/hr.

Fuel Analysis:

Percent Sulfur: 0.031 (by weight)\*\* Percent Ash: N/A  
 Density: 0.0455 lb/ft<sup>3</sup> lbs/gal Typical Percent Nitrogen: N/A  
 Heat Capacity: 23.077 (1.050 Btu/scf) BTU/lb N/A BTU/gal  
 Other Fuel Contaminants (which may cause air pollution): N/A

F. If applicable, indicate the percent of fuel used for space heating.

Annual Average Not applicable Maximum  

G. Indicate liquid or solid wastes generated and method of disposal.

Not applicable

\*\*Based on contract limit of 10 gr/100 ft<sup>3</sup> and gas at 0.0455 lb/ft<sup>3</sup>.

H. Emission Stack Geometry and Flow Characteristics (Provide data for each stack):

Stack Height: 26.42 ft. Stack Diameter: 1.27 ft.  
 Gas Flow Rate: 11,760 ACFM 4,279 DSCFM Gas Exit Temperature: 875 °F.  
 Water Vapor Content: 8 % Velocity: 154.5 FPS

SECTION IV: INCINERATOR INFORMATION  
 Not Applicable

Type of Waste	Type 0 (Plastics)	Type II (Rubbish)	Type III (Refuse)	Type IV (Garbage)	Type IV (Pathological)	Type V (Liq. & Gas By-prod.)	Type VI (Solid By-prod.)
Actual lb/hr Incinerated							
Uncontrolled (lbs/hr)							

Description of Waste \_\_\_\_\_  
 Total Weight Incinerated (lbs/hr) \_\_\_\_\_ Design Capacity (lbs/hr) \_\_\_\_\_  
 Approximate Number of Hours of Operation per day \_\_\_\_\_ day/wk \_\_\_\_\_ wks/yr. \_\_\_\_\_  
 Manufacturer \_\_\_\_\_  
 Date Constructed \_\_\_\_\_ Model No. \_\_\_\_\_

	Volume (ft) <sup>3</sup>	Heat Release (BTU/hr)	Fuel		Temperature (°F)
			Type	BTU/hr	
Primary Chamber					
Secondary Chamber					

Stack Height: \_\_\_\_\_ ft. Stack Diameter: \_\_\_\_\_ ft. Stack Temp. \_\_\_\_\_  
 Gas Flow Rate: \_\_\_\_\_ ACFM \_\_\_\_\_ DSCFM\* Velocity: \_\_\_\_\_ FPS

\*If 50 or more tons per day design capacity, submit the emissions rate in grains per standard cubic foot dry gas corrected to 50% excess air.

Type of pollution control devices:  Cyclone  Wet Scrubber  Afterburner  
 Other

(specify) \_\_\_\_\_

Brief description of operating characteristics of control devices: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ultimate disposal of any effluent other than that emitted from the stack (scrubber water, ash, etc.):  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NOTE: Items 2, 3, 4, 6, 7, 8, and 10 in Section V must be included where applicable.

### SECTION V: SUPPLEMENTAL REQUIREMENTS

Please provide the following supplements where required for this application.

1. Total process input rate and product weight -- show derivation [Rule 17-2.100(127)]  
Not applicable.
2. To a construction application, attach basis of emission estimate (e.g., design calculations, design drawings, pertinent manufacturer's test data, etc.) and attach proposed methods (e.g., FR Part 60 Methods, 1, 2, 3, 4, 5) to show proof of compliance with applicable standards. To an operation application, attach test results or methods used to show proof of compliance. Information provided when applying for an operation permit from a construction permit shall be indicative of the time at which the test was made.  
See Attachment A.
3. Attach basis of potential discharge (e.g., emission factor, that is, AP42 test).  
See Table A-2 and Attachment B.
4. With construction permit application, include design details for all air pollution control systems (e.g., for baghouse include cloth to air ratio; for scrubber include cross-section sketch, design pressure drop, etc.)  
Not applicable.
5. With construction permit application, attach derivation of control device(s) efficiency. Include test or design data. Items 2, 3 and 5 should be consistent: actual emissions - potential (1-efficiency).  
Not applicable.
6. An 8 1/2" x 11" flow diagram which will, without revealing trade secrets, identify the individual operations and/or processes. Indicate where raw materials enter, where solid and liquid waste exit, where gaseous emissions and/or airborne particles are evolved and where finished products are obtained.  
See Figure A-4.
7. An 8 1/2" x 11" plot plan showing the location of the establishment, and points of airborne emissions, in relation to the surrounding area, residences and other permanent structures and roadways (Examples: Copy of relevant portion of USGS topographic map).  
See Figure A-2.
8. An 8 1/2" x 11" plot plan of facility showing the location of manufacturing processes and outlets for airborne emissions. Relate all flows to the flow diagram.  
See Figure A-3.

9. The appropriate application fee in accordance with Rule 17-4.05. The check should be made payable to the Department of Environmental Regulation.
10. With an application for operation permit, attach a Certificate of Completion of Construction indicating that the source was constructed as shown in the construction permit.  
Not applicable.

**SECTION VI: BEST AVAILABLE CONTROL TECHNOLOGY**  
Not Applicable

A. Are standards of performance for new stationary sources pursuant to 40 C.F.R. Part 60 applicable to the source?

Yes  No

Contaminant

Rate or Concentration

Contaminant	Rate or Concentration

B. Has EPA declared the best available control technology for this class of sources (If yes, attach copy)

Yes  No

Contaminant

Rate or Concentration

Contaminant	Rate or Concentration

C. What emission levels do you propose as best available control technology?

Contaminant

Rate or Concentration

Contaminant	Rate or Concentration

D. Describe the existing control and treatment technology (if any).

1. Control Device/System:

2. Operating Principles:

3. Efficiency:\*

4. Capital Costs:

\*Explain method of determining



- 5. Useful Life:
- 7. Energy:
- 9. Emissions:

- 6. Operating Costs:
- 8. Maintenance Cost:

Contaminant

Rate or Concentration

Contaminant	Rate or Concentration

10. Stack Parameters

- a. Height: ft.
- b. Diameter ft.
- c. Flow Rate: ACFM
- d. Temperature: °F.
- e. Velocity: FPS

E. Describe the control and treatment technology available (As many types as applicable, use additional pages if necessary).

1.
  - a. Control Devices:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:
  - j. Applicability to manufacturing processes:
  - k. Ability to construct with control device, install in available space, and operate within proposed levels:
2.
  - a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:

<sup>1</sup>Explain method of determining efficiency.

<sup>2</sup>Energy to be reported in units of electrical power - KWH design rate.

- j. Applicability to manufacturing processes:
- k. Ability to construct with control device, install in available space, and operate within proposed levels:

- 3.
- a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:

- j. Applicability to manufacturing processes:
- k. Ability to construct with control device, install in available space, and operate within proposed levels:

- 4.
- a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:

- j. Applicability to manufacturing processes:
- k. Ability to construct with control device, install in available space, and operate within proposed levels:

F. Describe the control technology selected:

- 1. Control Device:
- 2. Efficiency:<sup>1</sup>
- 3. Capital Cost:
- 4. Useful Life:
- 5. Operating Cost:
- 6. Energy:<sup>2</sup>
- 7. Maintenance Cost:
- 8. Manufacturer:
- 9. Other locations where employed on similar processes:
  - a. (1) Company:
  - (2) Mailing Address:
  - (3) City:
  - (4) State:

<sup>1</sup>Explain method of determining efficiency.

<sup>2</sup>Energy to be reported in units of electrical power - KWH design rate.

(5) Environmental Manager:

(6) Telephone No.:

(7) Emissions:<sup>1</sup>

Contaminant

Rate or Concentration

(8) Process Rate:<sup>1</sup>

b. (1) Company:

(2) Mailing Address:

(3) City:

(4) State:

(5) Environmental Manager:

(6) Telephone No.:

(7) Emissions:<sup>1</sup>

Contaminant

Rate or Concentration

(8) Process Rate:<sup>1</sup>

10. Reason for selection and description of systems:

<sup>1</sup>Applicant must provide this information when available. Should this information not be available, applicant must state the reason(s) why.

SECTION VII - PREVENTION OF SIGNIFICANT DETERIORATION  
Not Applicable

A. Company Monitored Data

1. \_\_\_\_\_ no. sites \_\_\_\_\_ TSP \_\_\_\_\_ ( ) SO<sup>2</sup> \_\_\_\_\_ Wind spd/dir

Period of Monitoring \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ to \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
month day year month

day year

Other data recorded \_\_\_\_\_

Attach all data or statistical summaries to this application.

\*Specify bubbler (B) or continuous (C).

2. Instrumentation, Field and Laboratory

- a. Was instrumentation EPA referenced or its equivalent?  Yes  No
- b. Was instrumentation calibrated in accordance with Department procedures?  
 Yes  No  Unknown

B. Meteorological Data Used for Air Quality Modeling

- 1. \_\_\_\_\_ Year(s) of data from \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ to \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
month day year month day year
- 2. Surface data obtained from (location) \_\_\_\_\_
- 3. Upper air (mixing height) data obtained from (location) \_\_\_\_\_
- 4. Stability wind rose (STAR) data obtained from (location) \_\_\_\_\_

C. Computer Models Used

- 1. \_\_\_\_\_ Modified? If yes, attach description.
- 2. \_\_\_\_\_ Modified? If yes, attach description.
- 3. \_\_\_\_\_ Modified? If yes, attach description.
- 4. \_\_\_\_\_ Modified? If yes, attach description.

Attach copies of all final model runs showing input data, receptor locations, and principle output tables.

D. Applicants Maximum Allowable Emission Data

Pollutant	Emission Rate
TSP	_____ grams/sec
SO <sup>2</sup>	_____ grams/sec

E. Emission Data Used in Modeling

Attach list of emission sources. Emission data required is source name, description of point source (on NEDS point number), UTM coordinates, stack data, allowable emissions, and normal operating time.

F. Attach all other information supportive to the PSD review.

G. Discuss the social and economic impact of the selected technology versus other applicable technologies (i.e, jobs, payroll, production, taxes, energy, etc.). Include assessment of the environmental impact of the sources.

H. Attach scientific, engineering, and technical material, reports, publications, journals, and other competent relevant information describing the theory and application of the requested best available control technology.

## ATTACHMENT A

### 1.0 PROJECT DESCRIPTION

Florida Gas Transmission Company (FGTC), a subsidiary of ENRON Corporation of Houston, Texas, operates the Florida gas transmission pipeline system. The main transmission pipeline crosses into Florida near Pensacola, runs along the northern border of Florida into north-central Florida, then along the Florida turnpike down to the central Florida coastal areas, and ends in St. Lucie County. Shown in Figure A-1 is the layout of the main gas pipeline and the approximate locations of its existing compressor stations along the pipeline. Smaller gas transmission lines are also a part of the overall gas pipeline system. These lines also are shown in Figure A-1. The eight existing compressor stations are shown in the figure and are designated as Station No. 12 through Station No. 20. Station No. 19 is not yet in existence but is planned for future expansion.

Station No. 12 is located about 5 miles north of the township of Munson on State Road 191 in Santa Rosa County, Florida. Figure A-2 shows the site location of Compressor Station No. 12.

FGTC's existing Compressor Station No. 12 consists of five 2,000-bhp natural-gas-fired reciprocating internal combustion (IC) engines. All five engines are identical integral compressor-engine units manufactured by Cooper Industries, Inc. These engines were installed before the Clean Air Act (CAA) amendments of 1977: three engines were installed in 1959; the fourth engine was installed in 1966; and the fifth engine was installed in 1968. The fourth and fifth engines were installed to increase the natural gas transport capacity of the pipeline. Other than routine maintenance procedures, there have been no changes made to these engines since the last engine was installed.

All five engines are Cooper Model LS-8-SG. Each engine is rated at 2,000 bhp. The engines are naturally aspirated and operate at near stoichiometric air-to-fuel ratio. The fuel type is only natural gas

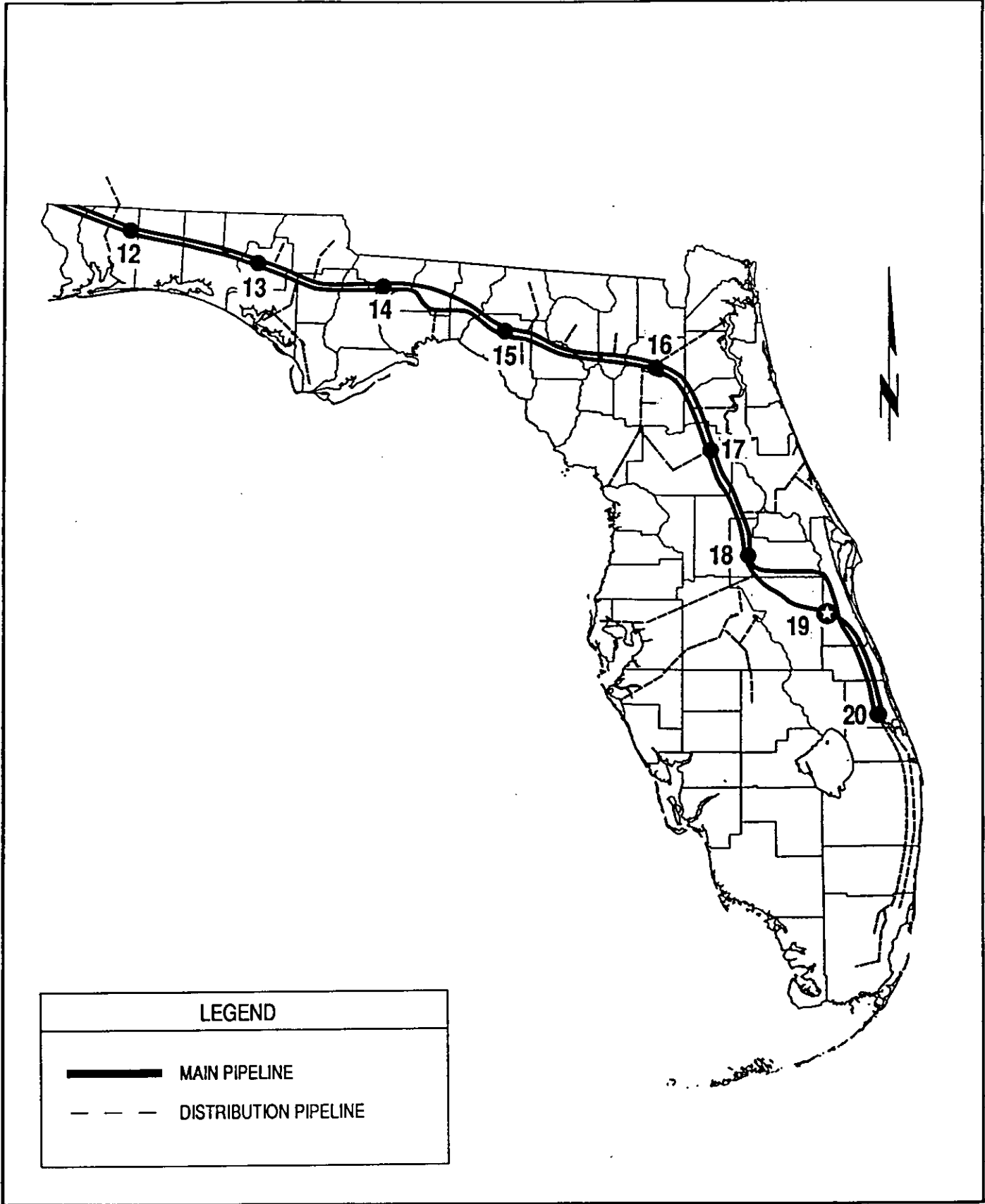
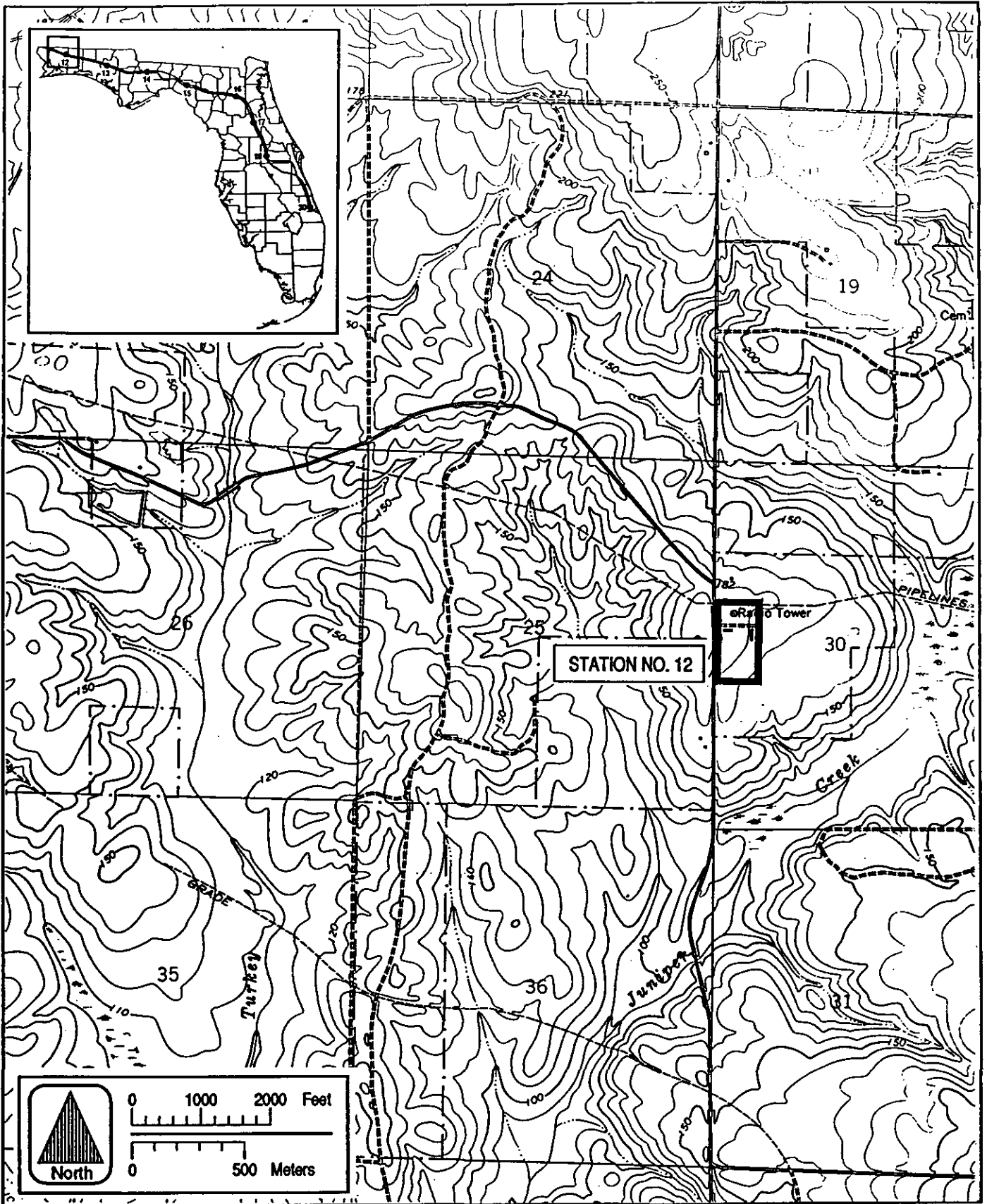


Figure A-1 FGTC'S GAS TRANSMISSION SYSTEM





**Figure A-2** SITE LOCATION OF ENRON'S FLORIDA GAS TRANSMISSION LINE COMPRESSOR STATION NO. 12, MUNSON, SANTA ROSA COUNTY, FLORIDA



supplied from the Florida gas pipeline. Engine specifications and stack parameters for each existing engine are presented in Table A-1.

A plot plan of FGTC's Compressor Station No. 12, showing the location of the plant boundaries, the existing compressor building, and stack locations, is presented in Figure A-3. Also shown on the plot plan is a future compressor engine, which will be addressed in a separate construction permit application. A flow diagram of each compressor engine is presented in Figure A-4.

Compressor Station No. 12, consisting of the five compressor engines and auxiliary facilities, was constructed and began operating before the implementation of federal and State of Florida air pollution control regulations. As a result, these engines are not subjected to new source review requirements. There are no emission limiting standards that apply to these engines.

This submittal serves as a multiple-source operating permit application for all five existing compression engines at FGTC's Compressor Station No. 12. This application for a permit to operate is being filed to comply with the conditions of a Consent Order (OGC File No.: 90-1225). This action is intended to correct an administrative deficiency in the facility's compliance status and to bring the facility into full compliance with State of Florida air pollution control regulations.

## 2.0 Emission Estimates

Maximum hourly and annual emissions of regulated pollutants from the proposed engine are presented in Table A-2. Currently, there are no federal or state emission limiting standards that apply to these engines. Emission estimates for nitrogen oxides ( $\text{NO}_x$ ), carbon monoxide (CO), and volatile organic compounds (VOC) are based on emission factors listed in AP-42 for natural-gas-fired pipeline compressor engines. Emission estimates for particulate matter (PM) are based on the AP-42 emission factor for natural-gas-fired boilers. Emissions of sulfur dioxide ( $\text{SO}_2$ )



Table A-1. Engine Specifications and Stack Parameters of Existing Engines, Station No. 12.

Parameter	Design Specification
<b><u>Per Engine</u></b>	
Manufacturer	Cooper
Model	LS-8-SG
Air Charging	Naturally aspirated
Unit Size	2,000 bhp
Specific Fuel Consumption	7,500 Btu/bhp-hr
Maximum Fuel Consumption	0.0143 MMscf/hr*
<b><u>Stack Parameters</u></b>	
Stack Height	26.42 ft
Stack Diameter	15.25 in
Exhaust Gas Flow	21,000 lb/hr 11,760 acfm
Exhaust Temperature	875°F
Exhaust Gas Velocity	154.5 ft/sec

\* Based on heating value for natural gas of 1,050 Btu/scf at Compressor Station No. 12.  
(Source: ENRON, 1990).

Note: bhp = brake horsepower.  
Btu/bhp-hr = British thermal units per brake horsepower per hour.  
MMscf = million standard cubic feet.  
lb/hr = pounds per hour.  
acfm = actual cubic feet per minute.  
°F = degree Fahrenheit.  
ft/sec = feet per second.

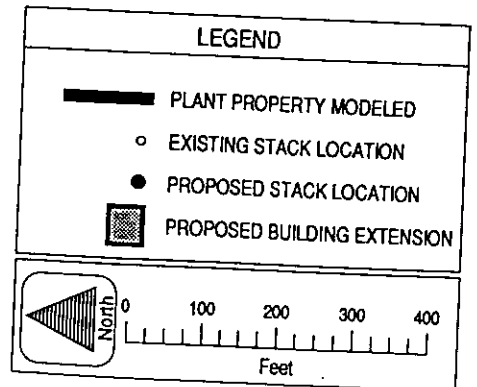
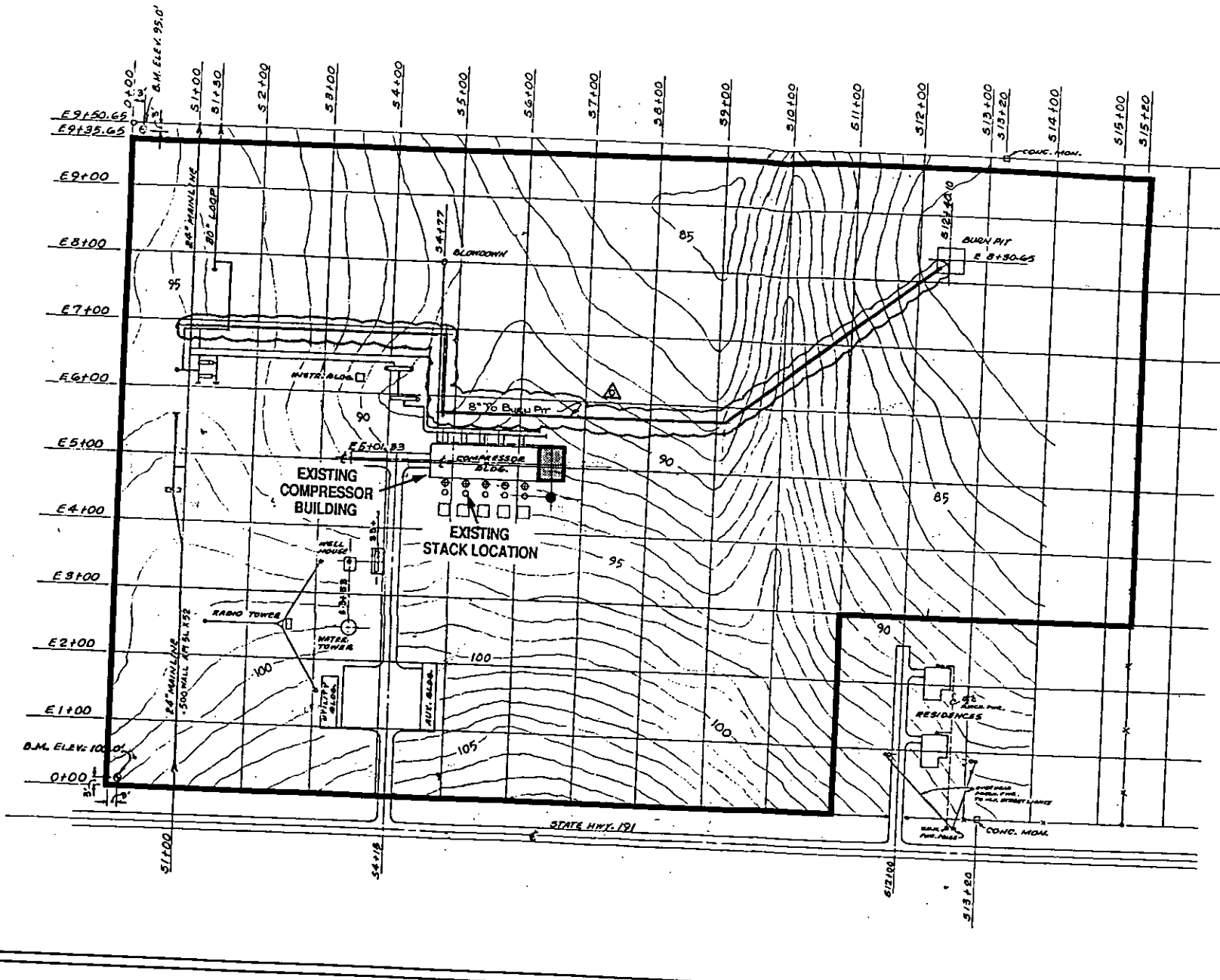
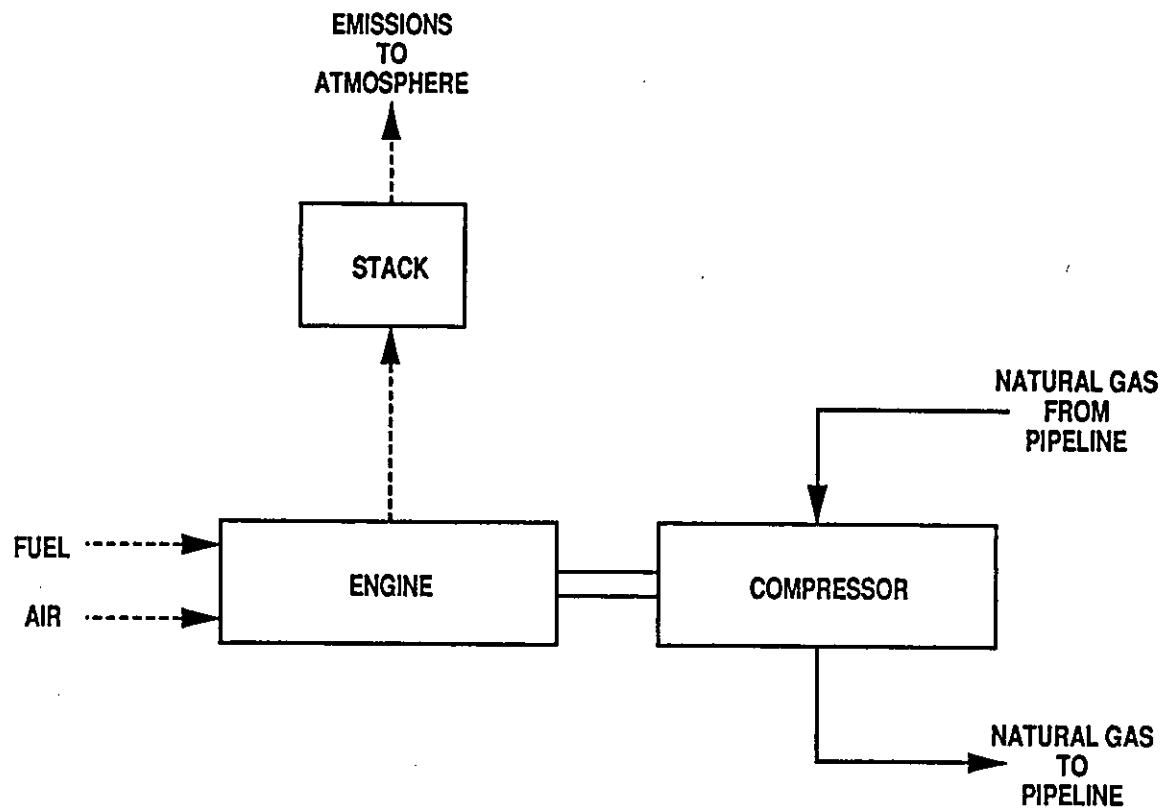


Figure A-3 PLOT PLAN OF COMPRESSOR STATION NO. 12



A-7

Figure A-4 FLOW DIAGRAM OF AN INTEGRAL ENGINE-COMPRESSOR UNIT



Florida Gas  
Transmission Company

Table A-2. Maximum Emissions from FGTC's Existing Engines at Compressor Station No. 12.

Pollutant	Emission Factor	Reference	Maximum Emissions			
			Per Engine		Total All Five Engines*	
			lb/hr	TPY	lb/hr	TPY
Nitrogen Oxides	11 g/bhp-hr	AP-42, Section 3.2	48.5	212.4	242.5	1,062.2
Carbon Monoxide	1.4 g/bhp-hr	AP-42, Section 3.2	6.17	27.0	30.9	135.3
Volatile Organic Compounds (Non-methane)	0.44 g/bhp-hr	AP-42, Section 3.2	1.94	8.50	9.7	42.5
Particulate Matter	5 lb/MMscf	AP-42, Table 1.4-1	0.0714	0.313	0.36	1.6
Sulfur Dioxide	10 gr/100 scf	ENRON Corporation	0.408	1.79	2.04	8.9

\* All five engines are identical. Total emissions are five times the per engine rate.

Note: Specific brake fuel consumption is 7,500 Btu/bhp-hr, and specific heat value at Compressor Station No. 12 is 1,050 Btu/scf.

Btu/bhp-hr = British thermal units per brake horsepower per hour.

g/bhp-hr = grams per brake horsepower per hour.

gr/100 scf = grains per 100 standard cubic feet.

lb/hr = pounds per hour.

TPY = tons per year.

are based on ENRON's natural gas specification. According to EPA's publication entitled "Toxic Air Pollutant Emission Factors--A Compilation for Selected Air Toxic Compounds and Sources (EPA-450/2-88-006a, 1988)," there are no emission factors for other regulated pollutants caused by natural gas combustion in reciprocating IC engines. Detailed emission calculations are presented in Attachment B.

ATTACHMENT B  
EMISSION CALCULATIONS

Fuel usage and emission calculations are presented below for each engine. The basis for the calculations is given in Attachment A and Table A-2.

Fuel Usage:

$$\begin{aligned} (2,000 \text{ bhp}) \times (7,500 \text{ Btu/bhp-hr}) &= 15 \times 10^6 \text{ Btu/hr} \\ (15 \times 10^6 \text{ Btu/hr}) / (1,050 \text{ Btu/scf}) &= 14,286 \text{ scf/hr} \end{aligned}$$

$$\begin{aligned} \text{NO}_x: (11 \text{ g/bhp-hr})(2,000 \text{ bhp})(1 \text{ lb}/453.593 \text{ g}) &= 48.5 \text{ lb/hr} \\ (48.5 \text{ lb/hr})(8,760 \text{ hr/yr})(1 \text{ ton}/2,000 \text{ lb}) &= 212.4 \text{ TPY} \end{aligned}$$

$$\begin{aligned} \text{CO: } (1.4 \text{ g/bhp-hr})(2,000 \text{ bhp})(1 \text{ lb}/453.593 \text{ g}) &= 6.17 \text{ lb/hr} \\ (6.17 \text{ lb/hr})(8,760 \text{ hr/yr})(1 \text{ ton}/2,000 \text{ lb}) &= 27.0 \text{ TPY} \end{aligned}$$

VOCs(non-methane hydrocarbon):

$$\begin{aligned} (0.44 \text{ g/bhp-hr})(2,000 \text{ bhp})(1 \text{ lb}/453.593 \text{ g}) &= 1.94 \text{ lb/hr} \\ (1.94 \text{ lb/hr})(8,760 \text{ hr/yr})(1 \text{ ton}/2,000 \text{ lb}) &= 8.50 \text{ TPY} \end{aligned}$$

$$\begin{aligned} \text{PM: } (5 \text{ lb}/10^6 \text{ scf})(0.0143 \times 10^6 \text{ scf/hr}) &= 0.0715 \text{ lb/hr} \\ (0.0715 \text{ lb/hr})(8,760 \text{ hr/yr})(1 \text{ ton}/2,000 \text{ lb}) &= 0.313 \text{ TPY} \end{aligned}$$

$$\begin{aligned} \text{SO}_2: (10 \text{ gr}/100 \text{ scf})(14,286 \text{ scf/hr})(1 \text{ lb}/7,000 \text{ gr}) &= 0.204 \text{ lb/hr of Sulfur} \\ (2 \text{ lb SO}_2/\text{lb Sulfur})(0.204 \text{ lb/hr Sulfur}) &= 0.408 \text{ lb/hr of SO}_2 \\ (0.408 \text{ lb/hr})(8,760 \text{ hr/yr})(1 \text{ ton}/2,000 \text{ lb}) &= 1.79 \text{ TPY} \end{aligned}$$

# ENRON

## Gas Pipeline Operating Company

P. O. Box 1188 Houston, Texas 77251-1188 (713) 853-6161

October 15, 1990

Mr. Clair Fancy, P.E.  
Chief, Bureau of Air Regulation  
Florida Department of Environmental Regulation  
2600 Blair Stone Road  
Tallahassee, FL 32301

Dear Mr. Fancy:

RE: Construction Permit Application - Compressor Station No. 12  
Santa Rosa County, Florida - Florida Gas Transmission Company

This permit application, sent separately to you on behalf of Florida Gas Transmission Company (FGT), describes the expansion of FGT's Compressor Station No. 12. With net NO<sub>x</sub> emissions exceeding 40 tons per year, this addition, a 4,000 horsepower reciprocating compressor engine, constitutes a major modification. The maximum estimated NO<sub>x</sub> concentration from the proposed lean burn engine, however, is less than EPA's significant impact level.

This is the first of nine permit applications we plan to submit to FDER as part of FGT's Phase II expansion. Because it is the first, we have spent a lot of time and effort to ensure that it is of highest quality. For example, the Best Available Control Technology (BACT) analysis follows EPA's (draft) top-down guideline, and capitalizes on what Enron has learned about guideline interpretation from its Northern Natural Gas Company Waterloo, Iowa station - a recently approved permit application that followed the draft guideline.

Since FGT's Phase II project is designed to bring clean fuel to Floridians by the 1991-92 heating season, and to displace foreign oil imports, we would ask that you review this permit application and issue the construction permit as soon as possible.

If you have any questions concerning this letter, please contact me at (713) 853-7303, or David Buff, KEN Engineering and Applied Sciences, Inc., Gainesville, Florida, at (904) 331-9000.

Sincerely,



W. Alan Bowman (Room 2570)  
Project Environmentalist  
Environmental Affairs Department

Enclosures: 8 Copies of Permit Application (Delivered Oct. 19)  
Construction Permit Fee  
Letter of Authorization

cc: Jerry Murphy, Enron  
Kevin McGlynn, Enron  
David Buff, KEN

FAN1015wab

*B. Andrews*  
*C. Halladay*  
*S. Nelson*  
Part of the Enron Group of Energy Companies

*G. Pillel, NW Dist*  
*G. Hensler, EPA*

CHECK NO.  
0622008071

FLORIDA GAS TRANSMISSION COMPANY  
P.O. BOX 1188  
HOUSTON, TEXAS 77251-1188

DATE OF CHECK  
08-20-90



This check is VOID unless printed on BLUE background

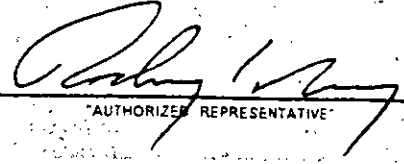
EXACTLY \$\*\*\*\*\*1,000 DOLLARS 00 CENTS

AMOUNT OF CHECK  
\$\*\*\*\*\*1,000.00

C.S.# 12

PAY  
TO THE  
ORDER  
OF

FLORIDA DEPARTMENT OF  
ENVIRONMENTAL REGULATION  
NORTHWEST DISTRICT BRANCH  
2800 BLAIR STONE RD.  
TALLAHASSEE, FL  
32388-2400

BY   
AUTHORIZED REPRESENTATIVE

UNITED BANK OF GRAND JUNCTION

⑈0622008071⑈ ⑆102100918⑆ 606 0034033⑈

CHECK NO. 0622008071

REMITTANCE STATEMENT  
FLORIDA GAS TRANSMISSION COMPANY

PAGE 001 OF 001

VOUCHER NO.	INVOICE DATE	INVOICE NUMBER	PURCHASE ORDER	AMOUNT		
				GROSS	DISCOUNT	NET
9008001147	082090	CKR082090		1,000.00	0.00	1,000.00
		CONSTRUCTION PERMIT FLORIDA GAS TRANSMISSION CO.			TOTAL	1,000.00
		C.S.# 12				
		F6T- Phase II				
				01031		

Special Instructions  
CALL X7304 ROBIN TO PICK UP CHECK



FLORIDA GAS TRANSMISSION COMPANY

UNANIMOUS CONSENT OF DIRECTORS

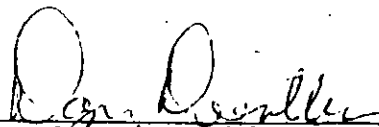

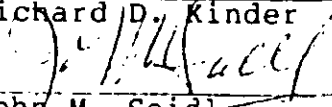
The undersigned, being all the directors of Florida Gas Transmission Company, a Delaware corporation (the "Company"), do hereby unanimously consent and agree, pursuant to Section 141(f) of the Delaware General Corporation Law, to the adoption of the following resolution, as of the date set forth below, as if duly adopted at a meeting of the Board of Directors of the Company:

WHEREAS, Company and Enron Gas Pipeline Operating Company (EPO) have agreed upon certain terms and conditions relating to the operation by EPO of Company's pipelines and related facilities which contemplate that certain contracts relating to the acquisition, installation, modification, maintenance, operation and removal of Company's pipelines and related facilities be executed by Company.

RESOLVED, by the Board of Directors of the Company, that, effective as of February 2, 1987, the Company does hereby constitute and appoint each of the below listed individuals as Company's agent and attorney-in-fact (without power of substitution) to make, execute and deliver, in the name and on behalf of the Company, any and all contracts for the construction and operation of Company's pipelines and related facilities, including, but not limited to, right-of-ways, easements, surfaces leases, deeds, construction contracts, service agreements, equipment purchase and rental agreements and all other agreements and contracts incidental to the acquisition, installation, modification, maintenance, operation and removal of Company's pipelines and related facilities.

Earl Berdine  
Robert E. Bradfield  
E. J. Burgin  
Dale L. Coates  
James Hansford  
E. W. Sanders  
Charles L. Truby

Dated: April 30, 1987

  
\_\_\_\_\_  
Dan L. Dienstbier  
  
\_\_\_\_\_  
Richard D. Kinder  
  
\_\_\_\_\_  
John M. Seidl

**PSD PERMIT APPLICATION  
FLORIDA GAS TRANSMISSION COMPANY  
STATION NO. 12**

**Prepared For:**

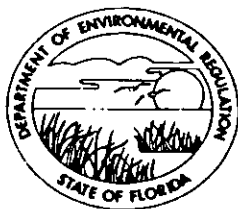
**Florida Gas Transmission Company  
1400 Smith Street  
Houston, TX 77251-1188**

**Prepared By:**

**KBN Engineering and Applied Sciences, Inc.  
1034 NW 57th Street  
Gainesville, FL 32605**

**October 1990  
90051B1/P**

DEPARTMENT OF ENVIRONMENTAL REGULATION



#1,000pd.  
10-20-90  
Receipt #15 1198

AC57-188869  
PSD-FL-156

APPLICATION TO OPERATE/CONSTRUCT AIR POLLUTION SOURCES

SOURCE TYPE: Natural Gas Compressor Engine [X] New<sup>1</sup> [ ] Existing<sup>1</sup>  
APPLICATION TYPE: [X] Construction [ ] Operation [ ] Modification  
COMPANY NAME: Florida Gas Transmission Company COUNTY: Santa Rosa  
Identify the specific emission point source(s) addressed in this application (i.e., Lime Kiln No. 4 with Venturi Scrubber; Peaking Unit No. 2, Gas Fired) Station 12, Unit No. 6  
SOURCE LOCATION: Street 5 miles north of Munson on SR 191 City Munson  
UTM: East 16: 510.83 km North 3419.63 km  
Latitude 30 ° 54 ' 42 "N Longitude 86 ° 53 ' 12 "W  
APPLICANT NAME AND TITLE: W. Alan Bowman, Project Environmentalist (713) 853-7303  
APPLICANT ADDRESS: P.O. Box 1188, Houston, Texas 77251

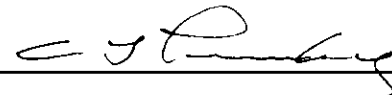
SECTION I: STATEMENTS BY APPLICANT AND ENGINEER

A. APPLICANT

I am the undersigned owner or authorized representative\* of Florida Gas Transmission Co.

I certify that the statements made in this application for a construction permit are true, correct and complete to the best of my knowledge and belief. Further, I agree to maintain and operate the pollution control source and pollution control facilities in such a manner as to comply with the provision of Chapter 403, Florida Statutes, and all the rules and regulations of the department and revisions thereof. I also understand that a permit, if granted by the department, will be non-transferable and I will promptly notify the department upon sale or legal transfer of the permitted establishment.

\*Attach letter of authorization

Signed:   
C.L. Truby, Vice President  
Name and Title (Please Type)  
Date: 11-7-90 Telephone No. (713) 853-6161

B. PROFESSIONAL ENGINEER REGISTERED IN FLORIDA (where required by Chapter 471, F.S.)

This is to certify that the engineering features of this pollution control project have been designed/examined by me and found to be in conformity with modern engineering principles applicable to the treatment and disposal of pollutants characterized in the permit application. There is reasonable assurance, in my professional judgment, that

<sup>1</sup>See Florida Administration Code Rule 17-2.100(57) and (104)

the pollution control facilities, when properly maintained and operated, will discharge an effluent that complies with all applicable statutes of the State of Florida and the rules and regulations of the department. It is also agreed that the undersigned will furnish, if authorized by the owner, the applicant a set of instructions for the proper maintenance and operation of the pollution control facilities and, if applicable, pollution sources.

Signed David A. Buff

David A. Buff, P.E.  
Name (Please Type)

KBN Engineering and Applied Sciences, Inc.  
Company Name (Please Type)

1034 NW 57th Street, Gainesville, FL 32605  
Mailing Address (Please Type)

Florida Registration No. 19011 Date: 10/18/90 Telephone No. (904) 331-9000

SECTION II: GENERAL PROJECT INFORMATION

A. Describe the nature and extent of the project. Refer to pollution control equipment, and expected improvements in source performance as a result of installation. State whether the project will result in full compliance. Attach additional sheet if necessary.

See PSD report, Section 1.0--Introduction, and  
Section 2.0--Project Description

B. Schedule of project covered in this application (Construction Permit Application Only)  
Start of Construction March 15, 1991 Completion of Construction 18 months after permit issuance

C. Costs of pollution control system(s): (Note: Show breakdown of estimated costs only for individual components/units of the project serving pollution control purposes. Information on actual costs shall be furnished with the application for operation permit.)

Not applicable

D. Indicate any previous DER permits, orders and notices associated with the emission point, including permit issuance and expiration dates.

Not applicable

E. Requested permitted equipment operating time: hrs/day 24; days/wk 7; wks/yr 52;  
If power plant, hrs/yr \_\_\_\_\_; if seasonal, describe: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

F. If this is a new source or major modification, answer the following questions.  
(Yes or No)

1. Is this source in a non-attainment area for a particular pollutant? No
  - a. If yes, has "offset" been applied? \_\_\_\_\_
  - b. If yes, has "Lowest Achievable Emission Rate" been applied? \_\_\_\_\_
  - c. If yes, list non-attainment pollutants. \_\_\_\_\_
2. Does best available control technology (BACT) apply to this source?  
If yes, see Section VI. Yes
3. Does the State "Prevention of Significant Deterioration" (PSD)  
requirement apply to this source? If yes, see Sections VI and VII. Yes
4. Do "Standards of Performance for New Stationary Sources" (NSPS)  
apply to this source? No
5. Do "National Emission Standards for Hazardous Air Pollutants"  
(NESHAP) apply to this source? No

- H. Do "Reasonably Available Control Technology" (RACT) requirements  
apply to this source? No
- a. If yes, for what pollutants? \_\_\_\_\_
  - b. If yes, in addition to the information required in this form, any information  
requested in Rule 17-2.650 must be submitted.

Attach all supportive information related to any answer of "Yes". Attach any  
justification for any answer of "No" that might be considered questionable.

See PSD Report, Section 3.0--Air Quality Review Requirements and Applicability

SECTION III: AIR POLLUTION SOURCES & CONTROL DEVICES (Other than Incinerators)

A. Raw Materials and Chemicals Used in your Process, if applicable:

Description	Contaminants		Utilization Rate - lbs/hr	Relate to Flow Diagram
	Type	% Wt		
Not applicable				

B. Process Rate, if applicable: (See Section V, Item 1)

1. Total Process Input Rate (lbs/hr): Not applicable

2. Product Weight (lbs/hr): Not applicable

C. Airborne Contaminants Emitted: (Information in this table must be submitted for each emission point, use additional sheets as necessary)

Name of Contaminant	Emission <sup>1</sup>		Allowed <sup>2</sup> Emission Rate per Rule 17-2	Allowable <sup>3</sup> Emission lbs/hr	Potential <sup>4</sup> Emission		Relate to Flow Diagram
	Maximum lbs/hr	Actual T/yr			lbs/hr	T/yr	
NO <sub>x</sub>	17.6	77.2	BACT	BACT	17.6	77.2	
CO	22.0	96.6	N/A	N/A	22.0	96.6	
VOCs	8.8	38.6	N/A	N/A	8.8	38.6	
Particulates	0.15	0.7	N/A	N/A	0.15	0.7	
SO <sub>2</sub>	0.80	3.48	N/A	N/A	0.80	3.48	

<sup>1</sup>See Section V, Item 2.

<sup>2</sup>Reference applicable emission standards and units (e.g. Rule 17-2.600(5)(b)2. Table II, E. (1) - 0.1 pounds per million BTU heat input)

<sup>3</sup>Calculated from operating rate and applicable standard.

<sup>4</sup>Emission, if source operated without control (See Section V, Item 3).

D. Control Devices: (See Section V, Item 4)

Name and Type (Model & Serial No.)	Contaminant	Efficiency	Range of Particles Size Collected (in microns) (If applicable)	Basis for Efficiency (Section V Item 5)
Lean Burn Engine Design	NO <sub>x</sub>	80%	N/A	Design and
				AP-42

E. Fuels

Type (Be Specific)	Consumption*		Maximum Heat Input (MMBTU/hr)
	avg/hr	max/hr	
Natural Gas	0.0278	0.0278	29.20

\*Units: Natural Gas--MMCF/hr; Fuel Oils--gallons/hr; Coal, wood, refuse, others--lbs/hr.

Fuel Analysis:

Percent Sulfur: 0.031 (by weight)\* Percent Ash: NA  
 Density: 0.0455 lb/ft<sup>3</sup> lbs/gal Typical Percent Nitrogen: NA  
 Heat Capacity: 23,077 (1.050 Btu/scf) BTU/lb NA BTU/gal  
 Other Fuel Contaminants (which may cause air pollution): NA

F. If applicable, indicate the percent of fuel used for space heating.

Annual Average Not applicable Maximum                     

G. Indicate liquid or solid wastes generated and method of disposal.

Not applicable  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

\*Based on contract limit of 10 gr/100 ft<sup>3</sup> and gas at 0.0455 lb/ft<sup>3</sup>

H. Emission Stack Geometry and Flow Characteristics (Provide data for each stack):

Stack Height: 35 ft. Stack Diameter: 2.104 ft.  
 Gas Flow Rate: 35,820 ACFM 17,763 DSCFM Gas Exit Temperature: 495 °F.  
 Water Vapor Content: 8 % Velocity: 171.7 FPS

SECTION IV: INCINERATOR INFORMATION  
 Not Applicable

Type of Waste	Type 0 (Plastics)	Type II (Rubbish)	Type III (Refuse)	Type IV (Garbage)	Type IV (Pathological)	Type V (Liq. & Gas By-prod.)	Type VI (Solid By-prod.)
Actual lb/hr Incinerated							
Uncontrolled (lbs/hr)							

Description of Waste \_\_\_\_\_  
 Total Weight Incinerated (lbs/hr) \_\_\_\_\_ Design Capacity (lbs/hr) \_\_\_\_\_  
 Approximate Number of Hours of Operation per day \_\_\_\_\_ day/wk \_\_\_\_\_ wks/yr. \_\_\_\_\_  
 Manufacturer \_\_\_\_\_  
 Date Constructed \_\_\_\_\_ Model No. \_\_\_\_\_

	Volume (ft) <sup>3</sup>	Heat Release (BTU/hr)	Fuel		Temperature (°F)
			Type	BTU/hr	
Primary Chamber					
Secondary Chamber					

Stack Height: \_\_\_\_\_ ft. Stack Diameter: \_\_\_\_\_ Stack Temp. \_\_\_\_\_  
 Gas Flow Rate: \_\_\_\_\_ ACFM \_\_\_\_\_ DSCFM\* Velocity: \_\_\_\_\_ FPS

\*If 50 or more tons per day design capacity, submit the emissions rate in grains per standard cubic foot dry gas corrected to 50% excess air.

Type of pollution control devices:  Cyclone  Wet Scrubber  Afterburner  
 Other  
 (specify) \_\_\_\_\_



Brief description of operating characteristics of control devices: \_\_\_\_\_

Ultimate disposal of any effluent other than that emitted from the stack (scrubber water, ash, etc.):

NOTE: Items 2, 3, 4, 6, 7, 8, and 10 in Section V must be included where applicable.

### SECTION V: SUPPLEMENTAL REQUIREMENTS

Please provide the following supplements where required for this application.

1. Total process input rate and product weight -- show derivation [Rule 17-2.100(127)]
2. To a construction application, attach basis of emission estimate (e.g., design calculations, design drawings, pertinent manufacturer's test data, etc.) and attach proposed methods (e.g., FR Part 60 Methods, 1, 2, 3, 4, 5) to show proof of compliance with applicable standards. To an operation application, attach test results or methods used to show proof of compliance. Information provided when applying for an operation permit from a construction permit shall be indicative of the time at which the test was made. See PSD Report, Section 2.0, Tables 2-1 and 2-2
3. Attach basis of potential discharge (e.g., emission factor, that is, AP42 test).  
See PSD Report, Section 2.0
4. With construction permit application, include design details for all air pollution control systems (e.g., for baghouse include cloth to air ratio; for scrubber include cross-section sketch, design pressure drop, etc.) Not Applicable
5. With construction permit application, attach derivation of control device(s) efficiency. Include test or design data. Items 2, 3 and 5 should be consistent: actual emissions - potential (1-efficiency). Not Applicable
6. An 8 ½" x 11" flow diagram which will, without revealing trade secrets, identify the individual operations and/or processes. Indicate where raw materials enter, where solid and liquid waste exit, where gaseous emissions and/or airborne particles are evolved and where finished products are obtained.
7. An 8 ½" x 11" plot plan showing the location of the establishment, and points of airborne emissions, in relation to the surrounding area, residences and other permanent structures and roadways (Examples: Copy of relevant portion of USGS topographic map).  
See PSD Report, Figure 1-1
8. An 8 ½" x 11" plot plan of facility showing the location of manufacturing processes and outlets for airborne emissions. Relate all flows to the flow diagram.  
See PSD Report, Figure 2-1

- 9. The appropriate application fee in accordance with Rule 17-4.05. The check should be made payable to the Department of Environmental Regulation.
- 10. With an application for operation permit, attach a Certificate of Completion of Construction indicating that the source was constructed as shown in the construction permit.

**SECTION VI: BEST AVAILABLE CONTROL TECHNOLOGY**

See PSD report, Sections 3.0 and 6.0

A. Are standards of performance for new stationary sources pursuant to 40 C.F.R. Part 60 applicable to the source?

Yes    No

Contaminant	Rate or Concentration
_____	_____
_____	_____
_____	_____
_____	_____

B. Has EPA declared the best available control technology for this class of sources (If yes, attach copy)

Yes    No

Contaminant	Rate or Concentration
_____	_____
_____	_____
_____	_____
_____	_____

C. What emission levels do you propose as best available control technology?

Contaminant	Rate or Concentration
_____	_____
_____	_____
_____	_____
_____	_____

D. Describe the existing control and treatment technology (if any).

- |                           |                          |
|---------------------------|--------------------------|
| 1. Control Device/System: | 2. Operating Principles: |
| 3. Efficiency:*           | 4. Capital Costs:        |

\*Explain method of determining

5. Useful Life:

6. Operating Costs:

7. Energy:

8. Maintenance Cost:

9. Emissions:

Contaminant	Rate or Concentration

10. Stack Parameters

a. Height: ft.

b. Diameter ft.

c. Flow Rate: ACFM

d. Temperature: °F.

e. Velocity: FPS

E. Describe the control and treatment technology available (As many types as applicable, use additional pages if necessary).

1.
  - a. Control Devices:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:
  - j. Applicability to manufacturing processes:
  - k. Ability to construct with control device, install in available space, and operate within proposed levels:

2.
  - a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:

<sup>1</sup>Explain method of determining efficiency.

<sup>2</sup>Energy to be reported in units of electrical power - KWH design rate.

- j. Applicability to manufacturing processes:
- k. Ability to construct with control device, install in available space, and operate within proposed levels:

- 3.
  - a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:
  - j. Applicability to manufacturing processes:
  - k. Ability to construct with control device, install in available space, and operate within proposed levels:

- 4.
  - a. Control Device:
  - b. Operating Principles:
  - c. Efficiency:<sup>1</sup>
  - d. Capital Cost:
  - e. Useful Life:
  - f. Operating Cost:
  - g. Energy:<sup>2</sup>
  - h. Maintenance Cost:
  - i. Availability of construction materials and process chemicals:
  - j. Applicability to manufacturing processes:
  - k. Ability to construct with control device, install in available space, and operate within proposed levels:

F. Describe the control technology selected:

- 1. Control Device:
- 2. Efficiency:<sup>1</sup>
- 3. Capital Cost:
- 4. Useful Life:
- 5. Operating Cost:
- 6. Energy:<sup>2</sup>
- 7. Maintenance Cost:
- 8. Manufacturer:
- 9. Other locations where employed on similar processes:
  - a. (1) Company:
  - (2) Mailing Address:
  - (3) City:
  - (4) State:

<sup>1</sup>Explain method of determining efficiency.

<sup>2</sup>Energy to be reported in units of electrical power - KWH design rate.

(5) Environmental Manager:

(6) Telephone No.:

(7) Emissions:<sup>1</sup>

Contaminant

Rate or Concentration


(8) Process Rate:<sup>1</sup>

b. (1) Company:

(2) Mailing Address:

(3) City:

(4) State:

(5) Environmental Manager:

(6) Telephone No.:

(7) Emissions:<sup>1</sup>

Contaminant

Rate or Concentration


(8) Process Rate:<sup>1</sup>

10. Reason for selection and description of systems:

<sup>1</sup>Applicant must provide this information when available. Should this information not be available, applicant must state the reason(s) why.

**SECTION VII - PREVENTION OF SIGNIFICANT DETERIORATION**

Refer to PSD report

**A. Company Monitored Data**

1. \_\_\_\_\_ no. sites \_\_\_\_\_ TSP \_\_\_\_\_ ( ) SO<sup>2\*</sup> \_\_\_\_\_ Wind spd/dir

Period of Monitoring \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ to \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
month day year month

day year

Other data recorded \_\_\_\_\_

Attach all data or statistical summaries to this application.

\*Specify bubbler (B) or continuous (C).

2. Instrumentation, Field and Laboratory

a. Was instrumentation EPA referenced or its equivalent? [ ] Yes [ ] No

b. Was instrumentation calibrated in accordance with Department procedures?

[ ] Yes [ ] No [ ] Unknown

B. Meteorological Data Used for Air Quality Modeling

1. \_\_\_\_\_ Year(s) of data from \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ to \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
month day year month day year

2. Surface data obtained from (location) \_\_\_\_\_

3. Upper air (mixing height) data obtained from (location) \_\_\_\_\_

4. Stability wind rose (STAR) data obtained from (location) \_\_\_\_\_

C. Computer Models Used

1. \_\_\_\_\_ Modified? If yes, attach description.

2. \_\_\_\_\_ Modified? If yes, attach description.

3. \_\_\_\_\_ Modified? If yes, attach description.

4. \_\_\_\_\_ Modified? If yes, attach description.

Attach copies of all final model runs showing input data, receptor locations, and principle output tables.

D. Applicants Maximum Allowable Emission Data

Pollutant

Emission Rate

TSP \_\_\_\_\_ grams/sec

SO<sup>2</sup> \_\_\_\_\_ grams/sec

E. Emission Data Used in Modeling

Attach list of emission sources. Emission data required is source name, description of point source (on NEDS point number), UTM coordinates, stack data, allowable emissions, and normal operating time.

F. Attach all other information supportive to the PSD review.

G. Discuss the social and economic impact of the selected technology versus other applicable technologies (i.e, jobs, payroll, production, taxes, energy, etc.). Include assessment of the environmental impact of the sources.

H. Attach scientific, engineering, and technical material, reports, publications, journals, and other competent relevant information describing the theory and application of the requested best available control technology.

**PREVENTION OF SIGNIFICANT DETERIORATION  
REPORT  
FLORIDA GAS TRANSMISSION COMPANY  
STATION NO. 12**

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## 1.0 INTRODUCTION

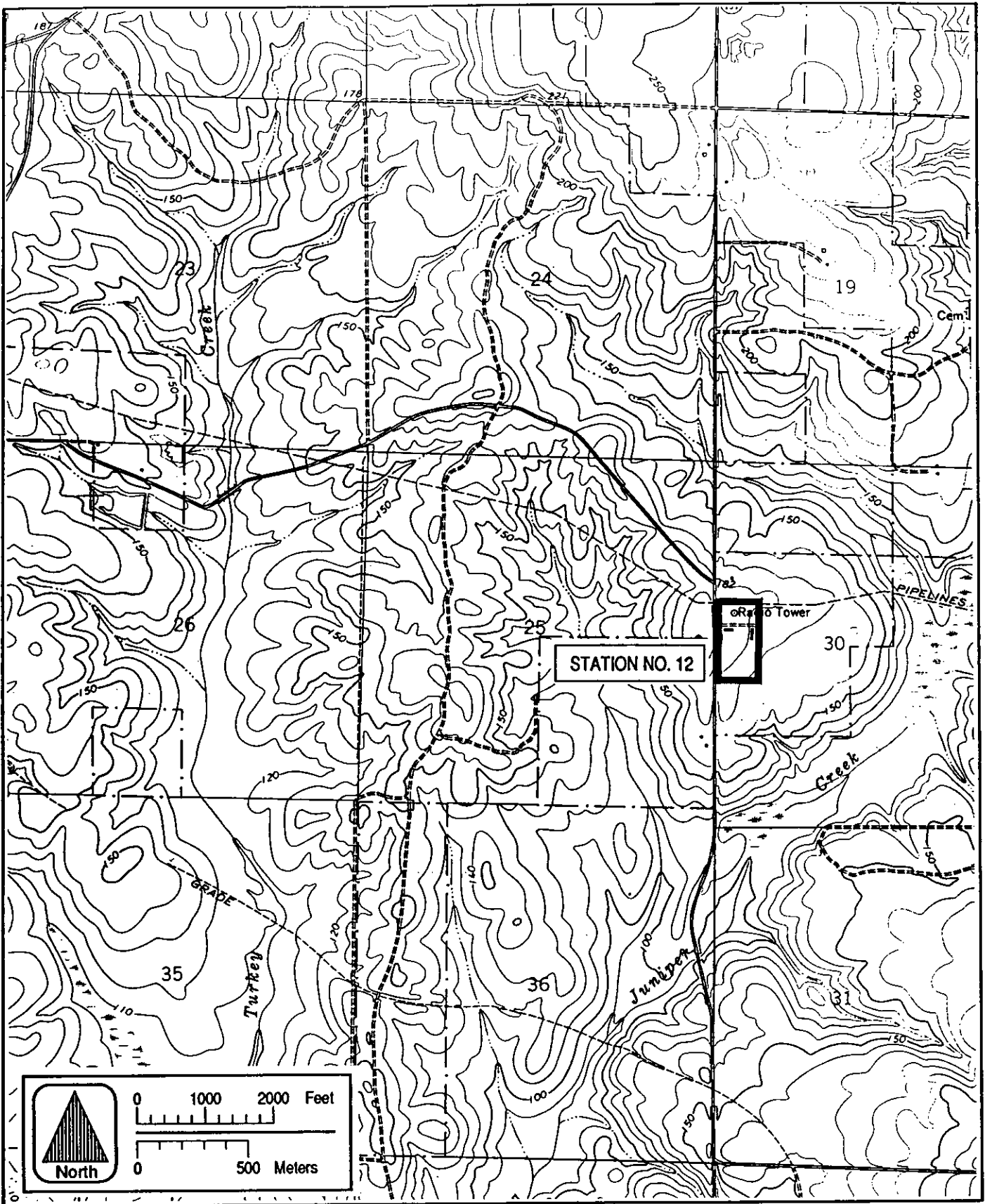
Florida Gas Transmission Company (FGTC), a subsidiary of ENRON Corporation of Houston, Texas, is proposing to expand its existing natural gas pipeline Compressor Station No. 12 near the township of Munson in Santa Rosa County, Florida. Figure 1-1 shows the site location of the existing facility. The site is located on State Road (SR) 191 approximately 5 miles north of the town of Munson.

The proposed expansion at this location consists of the addition of one new 4,000 brake horsepower (bhp) natural-gas-fired, reciprocating internal combustion (IC) engine. The proposed engine would be used solely for the purpose of transporting natural gas in the pipeline for distribution in Florida. The proposed engine is a turbocharged Dresser-Rand Model 10 TCV. Under current federal and state air quality regulations, the proposed engine will constitute a major modification at an existing major stationary source.

This report addresses the requirements of the Prevention of Significant Deterioration (PSD) review procedure pursuant to rules and regulations implementing the Clean Air Act (CAA) Amendments of 1977. The Florida Department of Environmental Regulation (FDER) has PSD review and approval authority in Florida. Based on the proposed emissions from the addition of a 4,000-bhp engine, a PSD review is required for nitrogen oxides (NO<sub>x</sub>).

Engineering designs for the proposed expansion project include selection of an engine capable of lean burn technology. The lean burn technology for emission control represents best available control technology (BACT) for the proposed IC engine.

This application contains five additional sections. Descriptions of the existing operation at FGTC's Compressor Station No. 12 and the proposed



**Figure 1-1** SITE LOCATION OF ENRON'S FLORIDA GAS TRANSMISSION LINE COMPRESSOR STATION NO. 12, MUNSON, SANTA ROSA COUNTY, FLORIDA



4,000-bhp engine addition are presented in Section 2.0. The air quality review requirements and source applicability of the proposed engine to the regulations are discussed in Section 3.0. The methodology and results of the air dispersion modeling and air quality impact analysis are presented in Section 4.0, and impacts on soil, vegetation, and visibility are summarized in Section 5.0. The BACT analysis required as part of the PSD permitting process is presented in Section 6.0.



## 2.0 PROJECT DESCRIPTION

A plot plan of FGTC's Compressor Station No. 12, showing the location of the plant boundaries, the existing engines, and the proposed additional engine, is presented in Figure 2-1. The following sections describe the existing operations at this location, as well as a description of the proposed project.

### 2.1 EXISTING OPERATIONS

FGTC's existing Compressor Station No. 12 consists of five 2,000-bhp natural-gas-fired IC engines. All of the engines are Cooper Model LS-8-SG. These engines were installed prior to the CAA amendments of 1977: three engines were installed in 1959; the fourth engine was installed in 1966; and the fifth engine was installed in 1968. These existing engines are not being modified as part of this expansion project; therefore, they are not subject to PSD review.

### 2.2 PROPOSED COMPRESSOR STATION ADDITION

The proposed engine will be used to drive a gas compressor that is a part of the mechanical prime mover of the main gas transmission line that transports natural gas from source wells in Texas and Louisiana. The proposed engine will play a critical part in recompressing the natural gas for delivery throughout Florida. Without the proposed engine, it would not be possible to increase the volumetric delivery capacity in order to meet both short-term and long-term demands for natural gas in Florida.

FGTC proposes to install one natural-gas-fired engine at the Compressor Station No. 12. The expansion plan currently calls for installation of a Dresser-Rand Model 10 TCV engine. This engine has 10 power cylinders and is rated at 4,000 bhp at 330 revolutions per minute (rpm). The engine is turbocharged, increasing the air inlet manifold pressure, which allows the engine to operate at a high air-to-fuel ratio. This turbocharging provides

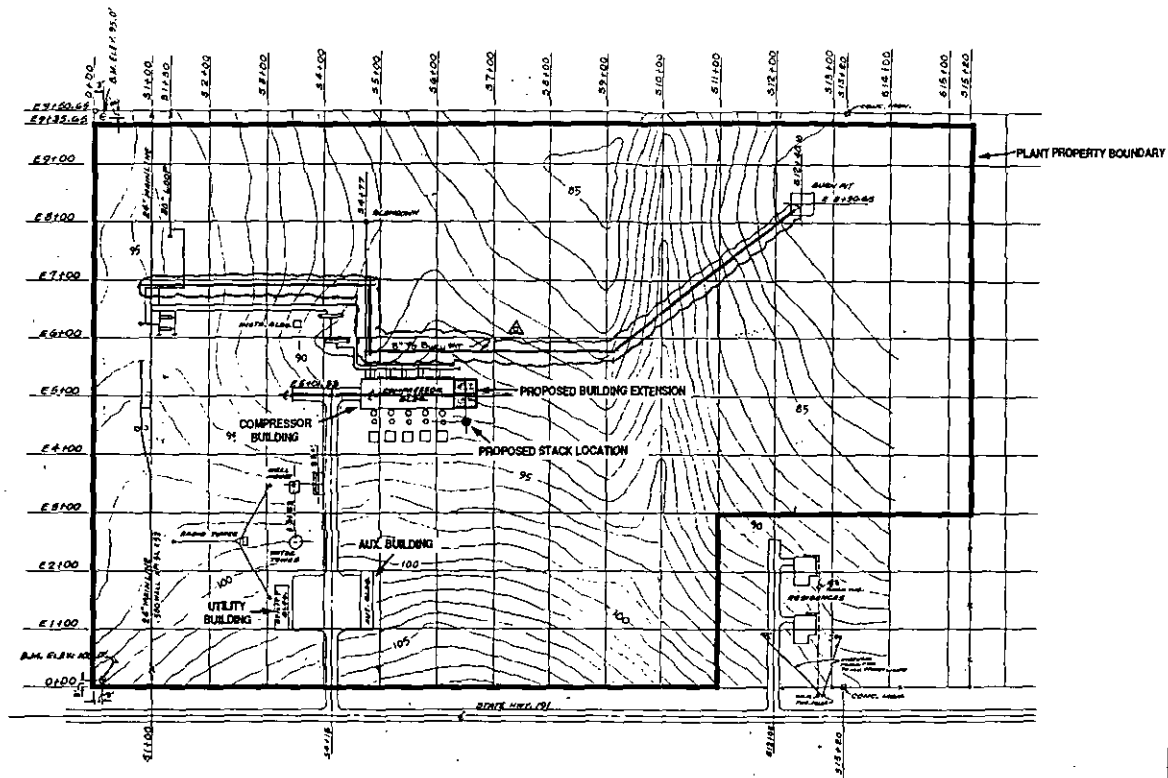
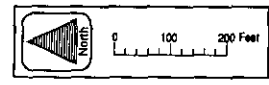


Figure 2-1 PLOT PLAN OF COMPRESSOR STATION NO. 12



more power output from the engine than would otherwise be attained without having to use a larger size engine.

Fuel fired will be natural gas only, supplied from the FGTC gas pipeline. Based on the operating characteristics and design, this engine is classified as a high-power, large-bore, slow-speed IC engine according to the U.S. Environmental Protection Agency's (EPA's) documented classification (EPA, 1979). Engine specifications and stack parameters for the proposed engine are presented in Table 2-1.

The proposed engine will incorporate "lean-burn" technology, which is state-of-the-art design for minimizing air pollutant concentration in the exhaust gases from gas-fired IC engines. In the lean-burn design, a small, fuel-rich mixture is combusted in a pre-ignition chamber. The hot combustion gases from the pre-ignition chamber then pass to the main combustion chamber, where they ignite a lean mixture of fuel. Since most of the fuel entering the engine is burned in a lean state (i.e., high ratio of air to fuel), exhaust  $\text{NO}_x$  emissions are minimized. However, volatile organic compound (VOC) emissions are somewhat increased over standard "rich-burn" engines.

Maximum hourly and annual emissions of regulated pollutants from the proposed engine are presented in Table 2-2. Emissions of  $\text{NO}_x$ , carbon monoxide (CO), and VOC are based on the engine manufacturer's guarantee. Emissions of sulfur dioxide ( $\text{SO}_2$ ) are based on ENRON's natural gas specification. Particulate matter (PM) emissions are based upon EPA publication AP-42 (EPA, 1988d) emission factors for natural gas combustion in boilers. According to EPA's publication entitled Toxic Air Pollutant Emission Factors--A Compilation for Selected Air Toxic Compounds and Sources, there are no emission factors for other regulated pollutants due to natural gas combustion in IC engines (EPA, 1988a).

Table 2-1. Engine Specifications and Stack Parameters for the Proposed Project

Parameter	Design Specification
<u>Engine</u>	
Manufacturer	Dresser-Rand
Model	10 TCV
Air Charging	Turbocharged
Unit Size	4,000 bhp
Number of Power Cylinders	10 cylinders
Power Cylinder Data	
Bore Size	17 inches
Stroke	19 inches
Cylinder Power	400 bhp/cylinder
Specific Heat Input	7,300 Btu/bhp-hr
Maximum Fuel Consumption	27,810 scf/hr <sup>a</sup>
Speed	330 rpm
<u>Stack Parameters</u>	
Stack Height	35 ft
Stack Diameter	25.25 inches
Exhaust Gas FLOW	87,514 lb/hr
	35,820 acfm
Exhaust Temperature	495°F
Exhaust Gas Velocity	171.7 ft/sec

Note:

- acfm = actual cubic feet per minute.
- bhp = brake horsepower.
- Btu/bhp-hr = British thermal units per brake horsepower per hour.
- °F = degrees fahrenheit.
- ft = feet.
- ft/sec = feet per second.
- lb/hr = pounds per hour.
- scf = standard cubic feet.
- rpm = revolutions per minute.

<sup>a</sup>Based on heating value for natural gas of 1,050 British thermal units per standard cubic feet (Btu/scf).

Source: ENRON Corporation, 1990.

Table 2-2. Maximum Emissions From FGTC's Proposed Compressor Engine

Pollutant	Emission Factor	Reference	Maximum Emissions	
			lb/hr	TPY
Nitrogen Oxides	2.0 g/bhp-hr	Manufacturer's guarantee	17.6	77.2
Carbon Monoxide	2.5 g/bhp-hr	Manufacturer's guarantee	22.0	96.6
Volatile Organic Compounds (non- methane)	1.0 g/bhp-hr	Manufacturer's guarantee	8.8	38.6
Particulate Matter	5 lb/MMscf	AP-42, Table 1.4-1	0.15	0.7
Sulfur Dioxide	10 gr/100 scf	ENRON Specification	0.80	3.48

Note: Maximum natural gas consumption is 27,810 standard cubic feet per hour (scf/hr).

g/bhp-hr = grams per brake horsepower per hour.  
gr/scf = grains per standard cubic feet.  
lb/hr = pounds per hour.  
TPY = tons per year.

In order to accommodate the new engine at the existing compressor station site, the existing compressor building will be extended. The extent of the addition is shown in Figure 2-1. The new engine will be housed inside the enlarged building, on the south end of the existing compressor building. The location of the exhaust stack for the new engine is also shown in Figure 2-1.

### 3.0 AIR QUALITY REVIEW REQUIREMENTS AND APPLICABILITY

The following discussion pertains to the federal and state air regulatory requirements and their applicability to FGTC's proposed compressor station expansion. These regulations must be satisfied before construction can begin on the proposed source.

#### 3.1 NATIONAL AND STATE AAQS

The existing applicable national and Florida ambient air quality standards (AAQS) are presented in Table 3-1. Primary national AAQS were promulgated to protect the public health, and secondary national AAQS were promulgated to protect the public welfare from any known or anticipated adverse effects associated with the presence of pollutants in the ambient air. Areas of the country in violation of AAQS are designated as "nonattainment" areas, and new sources to be located in or near these areas may be subject to more stringent air permitting requirements.

#### 3.2 PSD REQUIREMENTS

##### 3.2.1 GENERAL REQUIREMENTS

Federal PSD requirements are contained in the Code of Federal Regulations (CFR), 40, 52.21, Prevention of Significant Deterioration of air quality. The state of Florida has adopted PSD regulations [Chapter 17-2.510, Florida Administrative Code (F.A.C.)] that are essentially identical to the federal regulations. PSD regulations require that all new major stationary sources or major modifications to existing major sources of air pollutants regulated under CAA be reviewed and a construction permit issued. Florida's State Implementation Plan (SIP), which contains PSD regulations, has been approved by EPA, and, therefore, PSD approval authority in Florida has been granted to FDER.

A "major facility" is defined under PSD as any one of 28 named source categories which has the potential to emit 100 TPY or more, or any other

Table 3-1. National and State AAQS, Allowable PSD Increments, and Significance Levels ( $\mu\text{g}/\text{m}^3$ )

Pollutant	Averaging Time	AAQS			PSD Increments		Significant Impact Levels
		National		State of Florida	Class I	Class II	
		Primary Standard	Secondary Standard				
Particulate Matter (TSP)	Annual Geometric Mean	NA	NA	NA	5	19	1
	24-Hour Maximum <sup>a</sup>	NA	NA	NA	10	37	5
Particulate Matter (PM10)	Annual Arithmetic Mean	50	50	50	4 <sup>c</sup>	17 <sup>c</sup>	1
	24-Hour Maximum <sup>b</sup>	150	150	150	8 <sup>c</sup>	30 <sup>c</sup>	5
Sulfur Dioxide	Annual Arithmetic Mean	80	NA	60	2	20	1
	24-Hour Maximum <sup>b</sup>	385	NA	260	5	91	5
	3-Hour Maximum <sup>b</sup>	NA	1,300	1,300	25	512	25
Carbon Monoxide	8-Hour Maximum <sup>b</sup>	10,000	10,000	10,000	NA	NA	500
	1-Hour Maximum <sup>b</sup>	40,000	40,000	40,000	NA	NA	2,000
Nitrogen Dioxide	Annual Arithmetic Mean	100	100	100	2.5	25	1
Ozone	1-Hour Maximum <sup>d</sup>	235	235	235	NA	NA	NA
Lead	Calendar Quarter Arithmetic Mean	1.5	1.5	15	NA	NA	NA

<sup>a</sup>Maximum concentration not to be exceeded more than once per year.

<sup>b</sup>Achieved when the expected number of exceedances per year is less than 1.

<sup>c</sup>Proposed by EPA in the Federal Register on October 5, 1989.

<sup>d</sup>Achieved when the expected number of days per year with concentrations above the standard is less than 1.

Note: Particulate matter (TSP) = total suspended particulate matter.

Particulate matter (PM10) = particulate matter with aerodynamic diameter less than or equal to 10 micrometers.

$\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

NA = Not applicable, i.e., no standard exists.

Sources: Federal Register, Vol. 43, No. 118, June 19, 1978.

40 CFR 50.

40 CFR 52.21.

Chapter 17-2.400, F.A.C.



stationary facility that has the potential to emit 250 TPY or more of any pollutant regulated under CAA. A "source" is defined as an identifiable piece of process equipment or emissions unit. "Potential to emit" means the capability, at maximum design capacity, to emit a pollutant considering the application of control equipment and any other federally enforceable limitations on the source's capacity. A "major modification" is defined under PSD regulations as a change at an existing major stationary facility which increases emissions by greater than significant amounts. PSD significant emission rates are shown in Table 3-2.

PSD review is used to determine whether significant air quality deterioration will result from the new or modified facility. Major new facilities and major modifications are required to undergo the following analyses related to PSD for each pollutant emitted in significant amounts:

1. Control technology review,
2. Source impact analysis,
3. Air quality analysis (monitoring),
4. Source information, and
5. Additional impact analyses.

In addition to these analyses, a new facility must also be reviewed with respect to good engineering practices (GEP) stack height regulations. If the proposed new source or modification is located in a nonattainment area for any pollutant, the source may be subject to nonattainment new source review requirements. Discussions concerning each of these requirements are presented in the following sections.

### 3.2.2 INCREMENTS/CLASSIFICATIONS

The 1977 Clean Air Act (CAA) amendments address PSD of air quality. The law specifies that certain increases in air quality concentrations above the baseline concentration level of sulfur dioxide (SO<sub>2</sub>) and particulate matter--total suspended particulates [PM(TSP)]--would constitute

Table 3-2. PSD Significant Emission Rates and De Minimis Monitoring Concentrations

Pollutant	Regulated Under	Significant Emission Rate (TPY)	<u>De Minimis</u> Monitoring Concentration ( $\mu\text{g}/\text{m}^3$ )
Sulfur Dioxide	NAAQS, NSPS	40	13, 24-hour
Particulate Matter (TSP)	NAAQS, NSPS	25	10, 24-hour
Particulate Matter (PM10)	NAAQS	15	10, 24-hour
Nitrogen Oxides	NAAQS, NSPS	40	14, annual
Carbon Monoxide	NAAQS, NSPS	100	575, 8-hour
Volatile Organic Compounds (Ozone)	NAAQS, NSPS	40	100 TPY <sup>a</sup>
Lead	NAAQS	0.6	0.1, 3-month
Sulfuric Acid Mist	NSPS	7	NM
Total Fluorides	NSPS	3	0.25, 24-hour
Total Reduced Sulfur	NSPS	10	10, 1-hour
Reduced Sulfur Compounds	NSPS	10	10, 1-hour
Hydrogen Sulfide	NSPS	10	0.2, 1-hour
Asbestos	NESHAP	0.007	NM
Beryllium	NESHAP	0.0004	0.001, 24-hour
Mercury	NESHAP	0.1	0.25, 24-hour
Vinyl Chloride	NESHAP	1	15, 24-hour
Benzene	NESHAP	b	NM
Radionuclides	NESHAP	b	NM
Inorganic Arsenic	NESHAP	b	NM

<sup>a</sup>No de minimis concentration; an increase in VOC emissions of 100 TPY or more will require monitoring analysis for ozone.

<sup>b</sup>Any emission rate of these pollutants.

Note: Ambient monitoring requirements for any pollutant may be exempted if the impact of the increase in emissions is below de minimis monitoring concentrations.

- NAAQS - National Ambient Air Quality Standards.
- NM - No ambient measurement method.
- NSPS - New Source Performance Standards.
- NESHAP - National Emission Standards for Hazardous Air Pollutants.
- $\mu\text{g}/\text{m}^3$  - micrograms per cubic meter.

Sources: 40 CFR 52.21.  
Chapter 17-2, F.A.C.

significant deterioration. The magnitude of the allowable increment depends on the classification of the area in which a new source (or modification) will be located or will have an impact. Congress also directed EPA to evaluate PSD increments for other criteria pollutants and, if appropriate, promulgate PSD increments for such pollutants.

Three classifications were designated, based on criteria established in the CAA Amendments. Certain types of areas (international parks, national wilderness areas, and memorial parks larger than 5,000 acres, and national parks larger than 6,000 acres) were designated as Class I areas. All other areas of the country were designated as Class II. PSD increments for Class III areas were defined, but no areas were designated as Class III. However, Congress made provisions in the law to allow the redesignation of Class II areas to Class III areas.

In 1977, EPA promulgated PSD regulations related to the requirements for classifications, increments, and area designations as set forth by Congress. PSD increments were initially set for only SO<sub>2</sub> and PM(TSP). However, in 1988, EPA promulgated final PSD regulations for nitrogen oxides (NO<sub>x</sub>) and established PSD increments for nitrogen dioxide (NO<sub>2</sub>).

The current federal PSD increments are shown in Table 3-1. As shown, Class I increments are the most stringent, allowing the smallest amount of air quality deterioration, while the Class III increments allow the greatest amount of deterioration. FDER has adopted the EPA class designations and allowable PSD increments for PM(TSP), SO<sub>2</sub>, and NO<sub>2</sub>. The Florida NO<sub>2</sub> increments were adopted in August 1990.

On October 5, 1989, EPA proposed PSD increments for PM<sub>10</sub>. Those proposed increments are shown in Table 3-1. The PM<sub>10</sub> increments as proposed are somewhat lower in magnitude than the current PM(TSP) increments.

The term "baseline concentration" evolves from federal and state PSD regulations and refers to a fictitious concentration level corresponding to a specified baseline date and certain additional baseline sources. By definition in the PSD regulations, baseline concentration means the ambient concentration level that exists in the baseline area at the time of the applicable baseline date. A baseline concentration is determined for each pollutant for which a baseline date is established and includes:

1. The actual emissions representative of sources in existence on the applicable baseline date; and
2. The allowable emissions of major stationary sources that began construction before January 6, 1975, for SO<sub>2</sub> and PM(TSP) sources, or February 8, 1988, for NO<sub>x</sub> sources; but which were not in operation by the applicable baseline date.

The following emissions are not included in the baseline concentration and therefore affect PSD increment consumption:

1. Actual emissions from any major stationary source on which construction began after January 6, 1975, for SO<sub>2</sub> and PM(TSP) sources, and after February 8, 1988, for NO<sub>x</sub> sources; and
2. Actual emission increases and decreases at any stationary source occurring after the baseline date.

In reference to the baseline concentration, the baseline date actually includes three different dates:

1. The major source baseline date, which is January 6, 1975, in the cases of SO<sub>2</sub> and PM(TSP), and February 8, 1988, in the case of NO<sub>2</sub>;
2. The minor source baseline date, which is the earliest date after the trigger date on which a major stationary source or major modification subject to PSD regulations submits a complete PSD application; and
3. The trigger date, which is August 7, 1977, for SO<sub>2</sub> and PM(TSP), and February 8, 1988, for NO<sub>2</sub>.

The minor source baseline date for SO<sub>2</sub> and PM(TSP) has been set as December 27, 1977, for the entire state of Florida (Chapter 17-2.450, F.A.C.). The minor source baseline date for NO<sub>2</sub> has been set as March 28, 1988, for all of Florida.

### 3.2.3 CONTROL TECHNOLOGY REVIEW

The control technology review requirements of the federal and state PSD regulations require that all applicable federal and state emission limiting standards be met and that BACT be applied to control emissions from the source [Chapter 17-2.500(5)(c), F.A.C]. The BACT requirements are applicable to all regulated pollutants for which the increase in emissions from the facility or modification exceeds the significant emission rate (see Table 3-2).

BACT is defined in Chapter 17-2.100(25), F.A.C. as:

An emissions limitation, including a visible emission standard, based on the maximum degree of reduction of each pollutant emitted which the department, on a case by case basis, taking into account energy, environmental, and economic impacts, and other costs, determines is achievable through application of production processes and available methods, systems, and techniques (including fuel cleaning or treatment or innovative fuel combustion techniques) for control of such pollutant. If the Department determines that technological or economic limitations on the application of measurement methodology to a particular part of a source or facility would make the imposition of an emission standard infeasible, a design, equipment, work practice, operational standard or combination thereof, may be prescribed instead to satisfy the requirement for the application of BACT. Such standard shall, to the degree possible, set forth the emissions reductions achievable by implementation of such design, equipment, work practice, or operation.

The requirements for BACT were promulgated within the framework of PSD in the 1977 amendments of the CAA [Public Law 95-95; Part C, Section 165(a)(4)]. The primary purpose of BACT is to optimize consumption of PSD air quality increments and, thereby, enlarge the potential for future economic growth without significantly degrading air quality (EPA,

1978; 1980). Guidelines for the evaluation of BACT can be found in EPA's Guidelines for Determining Best Available Control Technology (BACT) (EPA, 1978) and in the PSD Workshop Manual (EPA, 1980). These guidelines were promulgated by EPA to provide a consistent approach to BACT and to ensure that the impacts of alternative emission control systems are measured by the same set of parameters. In addition, through implementation of these guidelines, BACT in one area may not be identical to BACT in another area. According to EPA (1980),

BACT analyses for the same types of emissions unit and the same pollutants in different locations or situations may determine that different control strategies should be applied to the different sites, depending on site-specific factors. Therefore, BACT analyses must be conducted on a case-by-case basis.

The BACT requirements are intended to ensure that the control systems incorporated in the design of a proposed facility reflect the latest in control technologies used in a particular industry and take into consideration existing and future air quality in the vicinity of the proposed facility. BACT must, as a minimum, demonstrate compliance with New Source Performance Standards (NSPS) for a source (if applicable). An evaluation of the air pollution control techniques and systems, including a cost-benefit analysis of alternative control technologies capable of achieving a higher degree of emission reduction than the proposed control technology, is required. The cost-benefit analysis requires the documentation of the materials, energy, and economic penalties associated with the proposed and alternative control systems, as well as the environmental benefits derived from these systems. A decision on BACT is to be based on sound judgment, balancing environmental benefits with energy, economic, and other impacts (EPA, 1978).

Historically, a "bottom-up" approach consistent with the BACT Guidelines and PSD Workshop Manual has been used. With this approach, an initial control level, which is usually NSPS, is evaluated against successively more stringent controls until a BACT level is selected. However, EPA

developed a concern that the bottom-up approach was not providing the level of BACT decisions originally intended. As a result, in December 1987, the EPA Assistant Administrator for Air and Radiation mandated changes in the implementation of the PSD program including the adoption of a new "top-down" approach to BACT decision making.

The top-down BACT approach essentially starts with the most stringent (or top) technology and emissions limit that have been applied elsewhere to the same or a similar source category. The applicant must next provide a basis for rejecting this technology in favor of the next most stringent technology or propose to use it. Rejection of control alternatives may be based on technical or economic infeasibility. Such decisions are made on the basis of physical differences (e.g., fuel type), locational differences (e.g., availability of water), or significant differences that may exist in the environmental, economic or energy impacts. The differences between the proposed facility and the facility on which the control technique was applied previously must be justified. Recently, EPA issued a draft guidance document on the top-down approach entitled Top-Down Best Available Control Technology Guidance Document (EPA, 1990a).

#### 3.2.4 AIR QUALITY MONITORING REQUIREMENTS

In accordance with requirements of 40 CFR 52.21(m) and Chapter 17-2.500(f), F.A.C, any application for a PSD permit must contain an analysis of continuous ambient air quality data in the area affected by the proposed major stationary facility or major modification. For a new major facility, the affected pollutants are those that the facility would potentially emit in significant amounts. For a major modification, the pollutants are those for which the net emissions increase exceeds the significant emission rate (see Table 3-2).

Ambient air monitoring for a period of up to 1 year is generally appropriate to satisfy the PSD monitoring requirements. A minimum of

4 months of data is required. Existing data from the vicinity of the proposed source may be utilized if the data meet certain quality assurance requirements; otherwise, additional data may need to be gathered. Guidance in designing a PSD monitoring network is provided in EPA's Ambient Monitoring Guidelines for Prevention of Significant Deterioration (EPA, 1987a).

Under the exemption rule, FDER may exempt a proposed major stationary facility or major modification from the monitoring requirements with respect to a particular pollutant if the emissions increase of the pollutant from the facility or modification would cause, in any area, air quality impacts less than the de minimis levels presented in Table 3-2 [Chapter 17-2.500(3)(e), F.A.C.].

### 3.2.5 SOURCE IMPACT ANALYSIS

A source impact analysis must be performed for a proposed major source subject to PSD for each pollutant for which the increase in emissions exceeds the significant emission rate (Table 3-2). The PSD regulations specifically provide for the use of atmospheric dispersion models in performing impact analysis, estimating baseline and future air quality levels, and determining compliance with AAQS and allowable PSD increments. Designated EPA models must normally be used in performing the impact analysis. Specific applications for other than EPA-approved models require EPA's consultation and prior approval. Guidance for the use and application of dispersion models is presented in the EPA publication Guideline on Air Quality Models (EPA, 1987b). The source impact analysis for criteria pollutants may be limited to only the new or modified source if the net increase in impacts due to the new or modified source is below significance levels, as presented in Table 3-1.

Various lengths of record for meteorological data can be utilized for impact analysis. A 5-year period can be used with corresponding evaluation of highest, second-highest short-term concentrations for comparison to AAQS or PSD increments. The term "highest, second-



highest" (HSH) refers to the highest of the second-highest concentrations at all receptors (i.e., the highest concentration at each receptor is discarded). The second-highest concentration is significant because short-term AAQS specify that the standard should not be exceeded at any location more than once a year. If less than 5 years of meteorological data are used in the modeling analysis, the highest concentration at each receptor must normally be used for comparison to air quality standards.

### 3.2.6 ADDITIONAL IMPACT ANALYSES

In addition to air quality impact analyses, federal and state of Florida PSD regulations require analysis of the impairment to visibility and the impacts on soils and vegetation that would occur as a result of the proposed source [40 CFR 52.21; Chapter 17-2.500(5)(e), F.A.C.]. These analyses are to be conducted primarily for PSD Class I areas. Impacts due to general commercial, residential, industrial, and other growth associated with the source must also be addressed. These analyses are required for each pollutant emitted in significant amounts (Table 3-2).

### 3.2.7 GOOD ENGINEERING PRACTICE STACK HEIGHT

The 1977 CAA amendments require that the degree of emission limitation required for control of any pollutant not be affected by a stack height that exceeds GEP, or any other dispersion technique. On July 8, 1985, EPA promulgated final stack height regulations (EPA, 1985). Identical regulations have been adopted by FDER [Chapter 17-2.270, F.A.C.]. GEP stack height is defined as the highest of:

1. 65 meters (m); or
2. A height established by applying the formula:

$$H_g = H + 1.5L$$

where:  $H_g$  = GEP stack height,

$H$  = Height of the structure or nearby structure, and

$L$  = Lesser dimension (height or projected width) of nearby structure(s); or

3. A height demonstrated by a fluid model or field study.

"Nearby" is defined as a distance up to five times the lesser of the height or width dimensions of a structure or terrain feature, but not greater than 0.8 kilometers (km). Although GEP stack height regulations require that the stack height used in modeling for determining compliance with AAQS and PSD increments not exceed the GEP stack height, the actual stack height may be greater.

The stack height regulations also allow increased GEP stack height beyond that resulting from the formula in cases where plume impaction occurs. Plume impaction is defined as concentrations measured or predicted to occur when the plume interacts with elevated terrain. Elevated terrain is defined as terrain which exceeds the height calculated by the GEP stack height formula. Because the terrain in the vicinity of Compressor Station No. 12 is relatively flat, plume impaction was not considered in determining the GEP stack height.

### 3.3 NONATTAINMENT RULES

Based on the current nonattainment provisions (Chapter 17-2.510, F.A.C.), all major new facilities and modifications to existing major facilities located in a nonattainment area must undergo nonattainment review if the proposed pieces of equipment have the potential to emit 100 TPY or more of the nonattainment pollutant, or if the modification results in a significant net emission increase of the nonattainment pollutant.

For major facilities or major modifications that locate in an attainment or unclassifiable area, the nonattainment review procedures apply if the source or modification is located within the area of influence of a nonattainment area. The area of influence is defined as an area which is outside the boundary of a nonattainment area but within the locus of all points that are 50 km outside the boundary of the nonattainment area. Based on Chapter 17-2.510(2)(a)2.a, F.A.C., all VOC sources which are located within an area of influence are exempt from the provisions of new source review for nonattainment areas. Sources which emit other

nonattainment pollutants and are located within the area of influence are subject to nonattainment review unless the maximum allowable emissions from the proposed source do not have a significant impact within the nonattainment area.

### 3.4 SOURCE APPLICABILITY

#### 3.4.1 PSD REVIEW

##### 3.4.1.1 Pollutant Applicability

FGTC's Compressor Station No. 12 is located in Santa Rosa County, which has been designated by EPA and FDER as an attainment area for all criteria pollutants. The nearest nonattainment area is located more than 100 km from the compressor station site. Santa Rosa County and surrounding counties are designated as PSD Class II areas for SO<sub>2</sub>, PM(TSP), and NO<sub>2</sub>. The site is also located more than 100 km from the nearest PSD Class I area.

FGTC's existing Compressor Station No. 12 is considered to be an existing major facility because potential emissions of any regulated pollutant exceed 250 TPY. As a result, PSD review is required for the proposed expansion for each pollutant for which the net increase in emissions exceeds the PSD significant emission rates presented in Table 3-2 (i.e., major modification).

Table 3-3 presents the maximum hourly and annual emissions from the proposed new compressor engine. As shown, potential NO<sub>x</sub> emissions from the engine will exceed the PSD significant emission rate for this regulated pollutant. Therefore, the proposed expansion project is subject to PSD review for NO<sub>x</sub>.

##### 3.4.1.2 Ambient Monitoring

Based upon the increase in emissions from FGTC's proposed expansion at Compressor Station No. 12, presented in Table 3-3, a PSD preconstruction ambient monitoring analysis is required for NO<sub>x</sub>. However, if the increase in impacts of a pollutant is less than the de minimis

Table 3-3. Maximum Potential Emissions Due to Proposed Engine at Compressor Station No. 12

Pollutant	Maximum Potential Emissions From Proposed Compressor Engine		Significant Emission Rate (TPY)	PSD Review Applies?
	(lb/hr)	(TPY)		
Particulate Matter (TSP)	0.15	0.7	25	No
Particulate Matter (PM10)	0.15	0.7	15	No
Sulfur Dioxide	0.80	3.48	40	No
Nitrogen Dioxide	17.6	77.2	40	Yes
Carbon Monoxide	22.0	96.6	100	No
Volatile Organic Compounds (non-methane)	8.8	38.6	40	No

monitoring concentration, then an exemption from the preconstruction ambient monitoring requirement may be granted for that pollutant. In addition, if an acceptable ambient monitoring method for the pollutant has not been established by EPA, monitoring is not required.

The maximum annual impact associated with the potential NO<sub>x</sub> emissions from the proposed IC engine is 0.92 μg/m<sup>3</sup>. The methodology used to predict this value is presented in Section 4.0, along with the impact analysis result. The de minimis concentration level for NO<sub>x</sub> is 14 μg/m<sup>3</sup> annual average. Since the maximum impact of NO<sub>x</sub> is less than its de minimis concentration level, the proposed expansion project is exempted from the PSD preconstruction ambient monitoring requirement for NO<sub>x</sub>.

#### 3.4.1.3 GEP Stack Height Analysis

The GEP stack height regulations allow any stack to be at least 65 m (213 ft) high. The proposed stack for the new compressor engine will be 35 ft high (10.67 m) and, therefore, does not exceed the GEP stack height. The potential for downwash of the engines' emissions due to nearby structures is discussed in Section 4.0, Source Impact Analysis.

#### 3.4.2 NONATTAINMENT REVIEW

FGTC's Compressor Station No. 12 is not located in any nonattainment area or in any area of influence of a nonattainment area. As a result, nonattainment review does not apply to the proposed expansion project.

## 4.0 SOURCE IMPACT ANALYSIS

### 4.1 ANALYSIS APPROACH AND ASSUMPTIONS

#### 4.1.1 GENERAL MODELING APPROACH

The general modeling approach follows EPA and FDER modeling guidelines for determining compliance with AAQS and PSD increments. In general, when model predictions are used to determine compliance with AAQS and PSD increments, current EPA and FDER policies stipulate that the highest annual average concentration and highest, second-highest short-term (i.e., 24 hours or less) concentration can be compared to the applicable standard.

Model predictions for annual average NO<sub>x</sub> concentrations were performed using the Industrial Source Complex Long-Term (ISCLT) model (Version 90008). A brief description of the Industrial Source Complex (ISC) model is given in Section 4.1.2.

#### 4.1.2 MODEL SELECTION

The ISC dispersion model (EPA, 1988b) was used to evaluate the NO<sub>x</sub> emissions from the proposed compressor engine. This model is contained in the EPA User's Network for Applied Modeling of Air Pollution (UNAMAP), Version 6 (EPA, 1988c). The ISC model was selected primarily for the following reasons:

1. EPA and FDER have approved the general use of the model for air quality dispersion analysis because the model assumptions and methods are consistent with those in the Guideline on Air Quality Models (EPA, 1987b);
2. The ISC model is capable of predicting the impacts from stack, area, and volume sources that are spatially distributed over large areas and located in flat or gently rolling terrain; and
3. The results from the ISC model are appropriate for addressing compliance with AAQS and PSD increments.

The ISCLT model is an extension of the Air Quality Display Model (AQDM) and the Climatological Dispersion Model (CDM). The ISCLT model uses joint

frequencies of wind direction, windspeed, and atmospheric stability to calculate seasonal and/or annual average ground-level concentrations. Because the input wind directions are for 16 sectors, with each sector defined as 22.5 degrees, the model calculates concentrations by assuming that the pollutant is uniformly distributed in the horizontal plane within a 22.5-degree sector.

Major features of the ISCLT model are presented in Table 4-1. Concentrations due to stack and volume sources are calculated by the model using the steady-state Gaussian plume equation for a continuous source. The area source equation in the ISC model is based on the equation for a continuous and finite crosswind line source.

The ISC model has rural and urban options which affect the windspeed profile exponent law, dispersion rates, and mixing-height formulations used in calculating ground-level concentrations. The criteria used to determine when the rural or urban mode is appropriate are based on land use near the proposed plant's surroundings (Auer, 1978). If the land use is classified as heavy industrial, light-moderate industrial, commercial, or compact residential for more than 50 percent of the area within a 3-km radius circle centered on the proposed source, the urban option is selected. Otherwise, the rural option is used.

For modeling analyses that will undergo regulatory review, such as PSD permit applications, the following model features are recommended by EPA (1987a) and are referred to as the regulatory options in the ISC model:

1. Final plume rise at all receptor locations,
2. Stack-tip downwash,
3. Buoyancy-induced dispersion,
4. Default windspeed profile coefficients for rural or urban option,
5. Default vertical potential temperature gradients, and

Table 4-1. Major Features of the ISCLT Model

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ISCLT Model Features

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- Polar or Cartesian coordinate systems for receptor locations
- Rural or one of three urban options which affect windspeed profile exponent, dispersion rates, and mixing height calculations
- Plume rise due to momentum and buoyancy as a function of downwind distance for stack emissions (Briggs)
- Procedures suggested by Huber and Snyder (1976), Huber (1977), Schulmann and Hanna (1986), and Schulmann and Scire (1980) for evaluating building downwash and wake effects
- Procedures suggested by Briggs for evaluating stack-tip downwash
- Separation of multiple point sources
- Consideration of the effects of gravitational settling and dry deposition on ambient particulate concentrations
- Capability of simulating point, line, volume, and area sources
- Capability to calculate dry deposition
- Variation of windspeed with height (windspeed-profile exponent law)
- Concentration estimates for annual average
- Terrain-adjustment procedures for elevated terrain including a terrain truncation algorithm
- Receptors located above local terrain, i.e., "flagpole" receptors
- Consideration of time-dependent exponential decay of pollutants
- The method of Pasquill (1976) to account for buoyancy-induced dispersion
- A regulatory default option to set various model options and parameters to EPA recommended values (see text for regulatory options used)

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Source: EPA, 1988a.



6. Reducing calculated SO<sub>2</sub> concentrations in urban areas by using a decay half-life of 4 hours (i.e., reduce the SO<sub>2</sub> concentration by 50 percent for every 4 hours of plume travel time).

In this analysis, the EPA regulatory options were used to address maximum impacts. Based on a review of the land use around the facility, the rural mode was selected based on the degree of residential, industrial, and commercial development within 3 km of the plant site.

#### 4.1.3 METEOROLOGICAL DATA

EPA (1987b) recommends the use of 5 years of representative meteorological data for use in air quality modeling. The most recent, readily available 5-year period is preferred. The meteorological data may be collected either onsite or at the nearest National Weather Service (NWS) station.

Meteorological data used in the analysis were selected based on the recommendations of the Florida DER for the area in which the project is located. The data consisted of a 5-year record of surface weather observations (1982-1986) from the NWS station located at the Pensacola Regional Airport. The database consists of hourly surface data (i.e., windspeed, wind direction, etc.) that are recorded and then sent to the National Climatic Data Center (NCDC) in Asheville, North Carolina. The NCDC digitizes the recorded data onto magnetic tape for sale to the public.

The NWS station in Pensacola, located 60 km south-southwest of the site, is the nearest weather station that routinely records the hourly surface data required by the air dispersion models. Because of the proximity of the Pensacola NWS station to the plant site and the flat-to-gently rolling terrain between the NWS station and the plant site, the Pensacola meteorological data are considered to be representative of weather conditions occurring at FGTC's Compressor Station No. 12 site.

The ISCLT model requires annual/seasonal mixing height data and ambient air temperatures. The appropriate values for Pensacola for input to the model

were obtained from FDER. The Pensacola hourly surface data were input into the National Climatic Data Center (NCDC) stability array (STAR) preprocessor program. The STAR program converts the hourly data into the joint frequency of occurrence of wind direction, windspeed and atmospheric stability. The program can produce monthly, seasonal and annual stability arrays.

#### 4.1.4 SOURCE DATA

The model parameters for the proposed compressor engine are given in Table 4-2. The location of the proposed engine stack within the FGTC's Compressor Station No. 12 site are presented in Figure 2-1.

#### 4.1.5 RECEPTOR LOCATIONS

The locations of the receptors were based on identifying the areas in which maximum concentrations would be expected due to the proposed compressor engine. The terrain in the vicinity of the site is flat to gently rolling, therefore, no terrain elevations were required. A description of the receptor locations for determining maximum predicted concentrations is as follows:

1. For the ISCLT model, 144 receptors were located on 16 radials centered on the proposed engine's stack location and at downwind distances of 30, 100, 200, 300, 400, 500, 750, 1,000, and 1,250 m.
2. To account for plant boundaries in all directions, 36 discrete receptors were located along 36 radials separated by 10-degree increments. These discrete receptors were located at the nearest plant boundary in each direction. The locations of the discrete receptors are given in Table 4-3.

Only those receptors located outside FGTC's Compressor Station No. 12 plant property were used in the determination of maximum impacts.

#### 4.1.6 BUILDING DOWNWASH CONSIDERATIONS

Table 4-2. Summary of Source Parameters Used in the Modeling Analysis

Modeled Source Number	<u>Stack Dimensions (m)</u>		<u>Operating Parameters</u>		<u>Emissions (g/s)</u>
	Height	Diameter	Temperature (K)	Velocity (m/s)	NO <sub>2</sub>
1	10.67	0.64	530	52.31	2.22

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Table 4-3. Discrete Plant Boundary Receptors, Compressor Station No. 12\*

Direction	Distance (km)	Direction	Distance (km)
10	0.201	190	0.271
20	0.210	200	0.146
30	0.229	210	0.158
40	0.241	220	0.177
50	0.204	230	0.180
60	0.180	240	0.158
70	0.165	250	0.146
80	0.158	260	0.140
90	0.155	270	0.137
100	0.158	280	0.140
110	0.165	290	0.146
120	0.180	300	0.158
130	0.204	310	0.183
140	0.241	320	0.216
150	0.311	330	0.229
160	0.287	340	0.180
170	0.271	350	0.201
180	0.268	360	0.198

\*Relative to the proposed stack located at (0,0) meters.

height. Also, based on the location of the proposed engine's exhaust stack in relation to the compressor building, the stack will be in the influence of the compressor building. Therefore, the potential for building downwash must be considered in the modeling analysis.

The procedures used for addressing the effects of building downwash are those recommended in the ISC Dispersion Model User's Guide. In the ISCLT model, the building height and width are input to the model, which are used to modify the dispersion parameters if the Huber-Snyder building downwash routine is used. The effective width used by the program is the diameter of a circle of equal area to the square of the width input to the model. If a specific width is to be modeled, then the value input to the model must be calculated according to the following formula:

$$M_w = \sqrt{\pi \left(\frac{H_w}{2}\right)^2} = 0.886 H_w$$

where:  $M_w$  - building width input to the model to produce a building width of  $H_w$  used in the dispersion calculation.  
 $H_w$  - the actual building width for which dispersion calculations are desired.

If the Schulman-Scire wake effects method is used, the user inputs the building height and projected width associated with each 10 degrees of wind direction. These building heights and projected widths are the same used for GEP stack height calculations.

A summary of actual and modeled building dimensions is presented in Table 4-4. Due to the proximity of the proposed stack to the compressor building (approximately 17 ft), potential downwash from this structure was assumed to occur in all directions, which is a conservative approach to produce maximum impacts. Because the stack-to-building height ratio is less than 1.5, the Schulman-Scire downwash method was used in the analysis.

Table 4-4. Building Dimensions used in the ISCLT Modeling, Compressor Station No. 12

Building	<u>Actual Building Dimensions</u>			<u>Modeled Building Dimensions</u>	
	Height (m)	Length (m)	Width (m)	Height (m)	Projected Width <sup>a</sup> (m)
Compressor Building <sup>b</sup>	9.88	67.1	16.8	9.88	69.2

<sup>a</sup>Maximum projected building width was assumed to be applicable in all directions.

<sup>b</sup>Dimensions are for expanded compressor building with proposed engine.

#### 4.2 MODEL RESULTS

A summary of the maximum predicted annual NO<sub>2</sub> concentrations due to the proposed compressor engine only is presented in Table 4-5. The maximum predicted annual average impact due to the proposed compressor engine is 0.92 µg/m<sup>3</sup>, which is less than the NO<sub>2</sub> significance level of 1 µg/m<sup>3</sup>, annual average concentration. This maximum concentration is predicted to occur in a direction of 290° and at a distance of 0.146 km from the proposed engine's stack. This is along the FGTC Station No. 12 property boundary. Because of the receptor spacing used and the sector averaging feature of the ISCLT model, no refinements were necessary for these results. Because the predicted maximum NO<sub>2</sub> concentration is less than the significant impact level, further modeling for NO<sub>2</sub> is not required. Computer model printouts are provided in Appendix C.

Table 4-5. Maximum Predicted Annual Average NO<sub>2</sub> Concentrations  
Due to the Proposed Compressor Engine for Comparison to  
Significant Impact Levels

Year Modeled	Maximum Concentration (µg/m <sup>3</sup> )	Receptor Location		NO <sub>2</sub> Significant Impact Level (µg/m <sup>3</sup> )
		Direction (°)	Distance (km)	
1982	0.92	290	0.146	1
1983	0.74	290	0.146	
1984	0.86	360	0.198	
1985	0.79	360	0.198	
1986	0.87	360	0.198	



## 5.0 SOILS, VEGETATION, VISIBILITY AND ASSOCIATED POPULATION GROWTH IMPACTS

### 5.1 IMPACTS UPON SOILS AND VEGETATION

As demonstrated in Section 4.0, FGTC's proposed IC engine will have a very minimal impact upon ambient air quality in the vicinity of the Compressor Station No. 12 site. Maximum predicted impacts of NO<sub>x</sub> and CO are below EPA significance levels, and emissions of VOC are low. There are no Class I areas located within 100 km of the site. Based on these considerations, there is expected to be no significant impact to soils or vegetation from the proposed engine.

### 5.2 IMPACTS UPON VISIBILITY

The visibility analysis required by PSD regulations is directed primarily towards Class I areas. Since there are no Class I areas located within 100 km of the site, there will be no impact upon visibility due to this proposed small source. In regards to local visibility impacts, the proposed source will meet Florida visible emission requirement of 20 percent opacity (FAC Chapter 17-2.610(2)). During normal operations, the expected actual opacity from the IC engine will be much less than 20 percent.

### 5.3 IMPACTS DUE TO ASSOCIATED POPULATION GROWTH

There will be a small increase in temporary construction workers during construction; however, there will be no increase in permanent employment at Compressor Station No. 12 as a result of adding the new engine. As a result, there will be no permanent impacts on air quality caused by associated population growth.

## 6.0 BEST AVAILABLE CONTROL TECHNOLOGY EVALUATION

The potential emissions of NO<sub>x</sub> from the proposed engine exceed the PSD significant emission rate of 40-TPY; therefore, BACT analysis for NO<sub>x</sub> is required. The complete "top-down" BACT evaluation of NO<sub>x</sub> includes a description of natural gas prime movers (Section 6.1), the identification of NO<sub>x</sub> control technologies for reciprocating engines (Section 6.2), the environmental, energy and economic impact evaluations of all technically feasible methods (Section 6.3), and the BACT analysis summary (Section 6.4).

### 6.1 NATURAL GAS PRIME MOVERS

The prime movers in the natural gas industry are generally heavy duty natural gas-fired stationary internal combustion (IC) engines. These engines are applied to power compressors used for pipeline transmission, field collection of gas from wells, underground storage, and gas processing plant activities. Stationary IC engines used include both gas turbines and reciprocating engines.

The use of gas turbines at new natural gas pipeline compression stations has increased in recent years for a wide variety of reasons. Their primary benefit is that gas turbines typically emit fewer pollutants than reciprocating engines (i.e., on g/bhp-hr basis); however, gas turbines are generally 10 to 15 percent less fuel efficient, requiring higher specific heat input rate (i.e., on Btu/bhp/hr basis). Also, gas turbines have been found to use more fuel to produce the same compression efficiency.

A primary limitation of gas turbines is related to their inability to respond quickly and efficiently to varying load changes in service demand. This often precludes the use of turbines when supplemental compression is required at a given compressor station. Furthermore, the use of gas turbines in conjunction with reciprocating engines at existing compressor stations is hindered by operating limitations. The mechanical operation of reciprocating engines generates a pulse vibration which can be transferred

to adjacent equipment through physical connection to the pipeline. Gas turbines are sensitive to this type of vibration due to the destructive interference nature of this vibrational frequency; therefore, their operation and reliability can be adversely effected. Based on the above discussion, the use of gas turbines for FGTC's proposed expansion is not considered further.

The use of reciprocating engines has been more widespread in terms of number of installations at natural gas pipeline compressor stations. A recent Gas Research Institute research study (GRI, 1990) reports that the number of reciprocating engines is five times that of gas turbines. Advantages of using reciprocating engines are primarily increased fuel efficiency and their capability to operate at variable loads to meet the fluctuating consumptive demands.

Reciprocating engines used in gas pipeline transmission are generally integral engine-compressor units designed specifically for such application. The integral units provide greater gas-moving efficiency than separable compressors and offer greater operating flexibility than gas turbines. The engines are either two-cycle or four-cycle and are rated between 900 to 13,500 bhp. Old existing engines include four-cycle rich-burn or two- and four-cycle non-lean-burn. New engines installed in pipeline compressor stations are generally of lean-burn combustion design, which achieve 80 percent or greater NO<sub>x</sub> emission reduction compared to the older, rich-burn models.

## 6.2 IDENTIFICATION OF NO<sub>x</sub> CONTROL TECHNOLOGIES FOR RECIPROCATING ENGINES

In this section, the control technologies capable of reducing NO<sub>x</sub> emissions produced by reciprocating engines will be evaluated relative to their potential application as BACT for the proposed 4,000-bhp reciprocating engine. This BACT analysis follows EPA's most recent draft guideline for the top-down approach (EPA, 1990a).

All potentially applicable control technologies for reciprocating engines are reviewed. The technologies can be separated into two major groups:

1. Reducing pollutant emissions by process modification of the conventional reciprocating engine with "low-NO<sub>x</sub>" engine design, and
2. Converting NO<sub>x</sub> in the exhaust gas from the IC reciprocating engine by add-on catalytic exhaust gas treatment devices.

The discussion of each potential NO<sub>x</sub> control technology includes a description of the technology and the potential NO<sub>x</sub> emission reduction, if the technology is concluded to be technically feasible.

#### 6.2.1 TECHNOLOGIES INVOLVING ENGINE MODIFICATION

The concept of low-NO<sub>x</sub> reciprocating engines is described in the NSPS Background Information Document (BID) for reciprocating engines issued by EPA in July 1979 (EPA, 1979). Five types of engine or process modifications have been recognized by EPA as technically viable for reducing NO<sub>x</sub> emissions from stationary reciprocating engines:

1. Steam injection,
2. Air-to-fuel ratio changes,
3. Retarded ignition timing,
4. Derating power output, and
5. Exhaust gas recirculation.

Each of these is discussed in the following sections.

##### 6.2.1.1 Steam Injection

The concept of designing a low-NO<sub>x</sub> reciprocating engine focuses on controlling the combustion temperature, since thermal NO<sub>x</sub> generally increases as combustion temperature increases. Favorable conditions for thermal oxidation of molecular nitrogen can be reduced by quenching the flame temperature with low quality steam or water. In this method, water or steam is injected at a location downstream from the combustion zone inside each firing cylinder.

However, water or steam injection to reduce  $\text{NO}_x$  formation does not work well at the high water injection rate required for reciprocating engines. Reciprocating IC engines are typically designed with high gas flow rates and operate at high excess air. Also, experiments with large-bore reciprocating engines have concluded that steam injection for controlling  $\text{NO}_x$  emissions can cause irreversible structural damage to the engine block (EPA, 1979). Thus, water or steam injection technology for reciprocating engines is considered technically infeasible. As a result, this method will not be discussed further.

#### 6.2.1.2 Air-to-Fuel Ratio Changes

The state-of-art concept in designing a low- $\text{NO}_x$  reciprocating engine involves raising the air-to-fuel ratio to create a lean fuel mixture for the combustion process. The peak combustion temperature is lowered due to lower heat of combustion from burning less fuel, and by the high excess air, which tends to dilute the combustion gases. Cooper-Bessemer was the first original equipment manufacturer of reciprocating engines to incorporate this concept into engine design, which it called CleanBurn<sup>®</sup> technology.

In general, the high air-to-fuel ratio design is referred to as lean-burn technology (LBT) for gas-fired reciprocating engines. The name is derived from the lean mixture of air-to-fuel in the main combustion cylinder. The air-to-fuel ratio can reach as high as 200 for some engine designs and operating conditions, according to one of the major reciprocating engine suppliers (Dresser-Rand, 1990).

LBT is primarily accomplished by increasing the stoichiometric air-to-fuel ratio over the conventional reciprocating rich-burn engine. In general, small increases in the air-to-fuel ratio (approximately 10 percent) cause a significant reduction in  $\text{NO}_x$  (approximately 30 percent) with less than 5 percent fuel penalty (EPA, 1979). On turbocharged engines, this can be accomplished by operating at high manifold pressures, which results in

lower combustion temperatures and reduces  $\text{NO}_x$  formation. However, misfiring and erratic combustion can occur at very lean mixtures. The limits to which the air-to-fuel ratio can be increased are related to three major engine design factors:

1. The capability of the turbocharger to produce higher air manifold pressures for rated engine loading,
2. The ability of the ignition system to light-off the leaner mixtures, and
3. The combustion chamber characteristics to maintain efficient combustion with leaner mixtures.

With the current state-of-the-art engine and turbocharger designs coupled with advanced control technology, all of these three factors can be sufficiently achieved.

Lean-burn natural gas reciprocating engines are capable of achieving  $\text{NO}_x$  emission levels as low as 1.5 to 2.0 g/bhp-hr, depending on size of the engine, manufacturer, type of fuel, etc. The typical rich-burn engine results in  $\text{NO}_x$  emissions of about 11 g/bhp-hr (EPA, 1988d). Thus, the lean-burn engine results in an  $\text{NO}_x$  decrease on the order of 85 percent.

#### 6.2.1.3 Retarded Ignition Timing

Retarding the spark ignition timing of the reciprocating engine reduces the peak combustion pressure and temperature, thereby lowering thermal  $\text{NO}_x$  formation. The timing delay is measured in degrees in reference to the engine's crankshaft rotation. There are limits to how much the ignition timing can be retarded. In general, retard values range from 2 to 6 degrees, depending on engine, and  $\text{NO}_x$  reduction per degree of retard decreases for increasing levels of retard.

A study by the American Gas Association showed that the  $\text{NO}_x$  emissions from 10 different gas-fired naturally aspirated engine models ranged from a 7 percent reduction to a 2 percent increase per degree of ignition retardation (Urban and Springer, 1975). EPA's research (1979) reported the

percent of NO<sub>x</sub> reduction per degree of retard ranged from 0.6 to 8.5 for turbocharged engines. Overall, EPA's report concluded that retarding ignition timing reduced NO<sub>x</sub> emissions 15 percent for gas-fired engines.

Potential NO<sub>x</sub> Emission Reduction:

<u>Pollutant</u>	<u>Reciprocating Engine Baseline Emission Level</u>	<u>Achievable Emission Level</u>	<u>Potential Percentage Reduction</u>
NO <sub>x</sub>	11.0 g/bhp-hr <sup>a</sup>	9.4 g/bhp-hr	15%
	2.0 g/bhp-hr <sup>b</sup>	1.7 g/bhp-hr	15%

Note: <sup>a</sup> Represents emission level for a conventional rich-burn engine.

<sup>b</sup> Represents emission level for a typical lean-burn engine.

6.2.1.4 Derating Power Output

A reciprocating engine can be derated by operating at less than full or rated power. The effect of derating on an engine is to reduce peak combustion cylinder temperatures and pressures, thus lowering NO<sub>x</sub> formation rates.

Reported NO<sub>x</sub> reduction levels achieved by derating vary greatly for different reciprocating engines. Data compiled by EPA (1979) show that non-turbocharged engines achieve the largest reduction because derating has a greater effect on air-to-fuel ratios. In contrast, turbocharged engines operate at a more constant air-to-fuel ratio and, therefore, very little NO<sub>x</sub> reduction is achieved by derating. Normalized NO<sub>x</sub> reduction from derating (i.e., percent of NO<sub>x</sub> reduction per percent derate) is reported from 0.25 to 6.2 for normally aspirated or blower-charged engines, and 0.01 to 2.6 for turbocharged engines. The EPA report showed that NO<sub>x</sub> reduction ranged from 10 percent increase to 90 percent reduction, and averaged approximately 40 percent reduction at a derating of 75 percent of rated torque.

Potential NO<sub>x</sub> Emission Reduction:

<u>Pollutant</u>	<u>Reciprocating Engine Baseline Emission Level</u>	<u>Achievable Emission Level</u>	<u>Potential Percentage Reduction</u>
NO <sub>x</sub>	11.0 g/bhp-hr <sup>a</sup>	6.6 g/bhp-hr	40%
	2.0 g/bhp-hr <sup>b</sup>	1.2 g/bhp-hr	40%

Note: <sup>a</sup> Represents emission level for a conventional rich-burn reciprocating engine.

<sup>b</sup> Represents emission level for a typical lean-burn engine.

**6.2.1.5 Exhaust Gas Recirculation**

Exhaust gas recirculation (EGR) reduces peak combustion temperatures in a reciprocating engine by replacing a fraction of the combustion air with exhaust gases. The recirculated exhaust gases serve to absorb heat without providing as much additional oxygen for the oxidation of nitrogen.

EGR can be accomplished by either introducing exhaust gases into the intake manifold or restricting the exit of gases from the cylinder by internal recirculation. Externally recirculated gases must be cooled prior to being reintroduced into the combustion cylinder in order to provide greater heat absorption per charge.

EGR is most effective in reducing NO<sub>x</sub> emission from conventional, rich-burn reciprocating engines because its application can increase the air-to-fuel ratio. EPA's research (1979) reported a NO<sub>x</sub> reduction of 34 percent for a gas-fired, blower-charged engine with 6 percent EGR rate. Excessive EGR rates can result in increased fuel consumption, high CO emissions, and misfire (GRI, 1990).

EGR is not effective for a lean-burn engine with a high air intake flow rate since it cannot significantly further dilute the air/fuel mixture. In addition, no system has been developed to date for the complex control



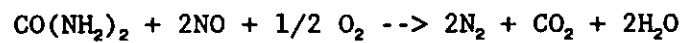
system needed to regulate the recirculation of the exhaust gases. As a result, EGR for lean-burn engines is not considered further.

Based on the typical NO<sub>x</sub> emission rate from a rich-burn engine of 11.0 g/bhp-hr, and 34 percent reduction due to EGR, EGR is capable of achieving an NO<sub>x</sub> emission rate of 7.3 g/bhp-hr.

## 6.2.2 TECHNOLOGIES INVOLVING EXHAUST GAS TREATMENT

### 6.2.2.1 NO<sub>x</sub>OUT Process

The NO<sub>x</sub>OUT process originated from the initial research by the Electric Power Research Institute (EPRI) in 1976 on the use of urea to reduce NO<sub>x</sub>. EPRI licensed the proprietary process to Fuel Tech, Inc., for commercialization. In the NO<sub>x</sub>OUT process, aqueous urea is injected into the flue gas stream ideally within a temperature range of 1,600°F to 1,900°F. In the presence of oxygen, the following reaction results:



The amount of urea required is most cost effective when the treatment rate is 0.5 to 2 moles of urea per mole of NO<sub>x</sub>. In addition to the original EPRI urea patents, Fuel Tech claims to have a number of proprietary catalysts capable of expanding the effective temperature range of the reaction to between 1,000°F and 1,950°F. Advantages of the system are:

1. Low capital and operating costs due to utilization of urea injection, and
2. The proprietary catalysts used are nontoxic and nonhazardous, thus eliminating potential disposal problems.

Disadvantages of the system are:

1. Formation of ammonia from excess urea treatment rates and/or improper use of reagent catalysts, and
2. SO<sub>3</sub>, if present, will react with ammonia created from the urea to form ammonium bisulfate, potentially plugging the cold end equipment downstream.

Commercial application of the NO<sub>x</sub>OUT system is limited to three reported cases:

1. Trial demonstration on a 62.5-ton-per-hour (TPH) stoker-fired wood waste boiler with 60 to 65 percent NO<sub>x</sub> reduction,
2. A 600-million-British-thermal-unit (MMBtu) CO boiler with 60 to 70 percent NO<sub>x</sub> reduction, and
3. A 75-megawatt (MW) pulverized coal-fired unit with 65 percent NO<sub>x</sub> reduction.

The NO<sub>x</sub>OUT system has not been demonstrated on any stationary IC engine.

The NO<sub>x</sub>OUT process is not technically feasible for the proposed lean-burn engine due to the high application temperature of 1,000°F to 1,950°F. The exhaust gas temperature of a lean-burn engine is typically between 495°F to 550°F. Raising the exhaust temperature the required amount would essentially require installation of a heater. This would be economically prohibitive and would result in an increase in fuel consumption, an increase in the volume of gases that must be treated by the control system, and an increase in uncontrolled air emissions, including NO<sub>x</sub>.

#### 6.2.2.2 THERMAL DeNO<sub>x</sub>

Thermal DeNO<sub>x</sub> is Exxon Research and Engineering Company's patented process for NO<sub>x</sub> reduction. The process is a high temperature selective noncatalytic reduction (SNCR) of NO<sub>x</sub> using ammonia as the reducing agent. Thermal DeNO<sub>x</sub> requires the exhaust gas temperature to be above 1,800°F. However, use of ammonia plus hydrogen lowers the temperature requirement to about 1,000°F. For some applications, this must be achieved by additional firing in the exhaust stream prior to ammonia injection.

The only known commercial applications of Thermal DeNO<sub>x</sub> are on heavy industrial boilers, large furnaces, and incinerators which consistently produce exhaust gas temperatures above 1,800°F. There are no known applications or experience in the reciprocating engine industry. Temperatures of 1,800°F require alloy materials of construction with very

large size piping and components since the exhaust gas volume would be increased by several times. As with the NO<sub>x</sub>OUT process, high capital, operating, and maintenance costs are expected due to material of construction specification, additional duct burner system, and fuel consumption. Uncontrolled emissions would increase because of the additional fuel burning.

Thus, the Thermal DeNO<sub>x</sub> process will not be considered for the proposed project because it is technically infeasible due to its high application temperature in the range of 1,000 to 1,800°F. The exhaust gas temperature of a lean-burn engine is typically between 495°F to 550°F. Also, the cost to raise the exhaust gas to such high temperature is prohibitively expensive.

#### 6.2.2.3 Nonselective Catalytic Reduction

Certain manufacturers, such as Engelhard, market a non-selective catalytic reduction system (NSCR) for NO<sub>x</sub> control on reciprocating engines. The NSCR process requires a low oxygen content in the exhaust gas stream and high temperature (700°F to 1,400°F) in order to be effective. Rich-burn engines typically achieve low oxygen levels of less than 4 percent and the required temperature and, therefore, can use the NSCR process. Lean-burn engines, on the other hand, have a high air-to-fuel ratio, typical exhaust gas oxygen content of 12 to 15 percent, and the exhaust gas temperature is less than 500°F. As a result, NSCR is not a technically feasible add-on NO<sub>x</sub> control device for FGTC's proposed lean-burn engine. Therefore, the combination of a lean-burn engine and NSCR was not considered further in the BACT analysis.

#### 6.2.2.4 Selective Catalytic Reduction with Ammonia Injection

The NO<sub>x</sub> abatement technology for oil- and gas-fired combustion sources that is currently receiving considerable attention is the selective catalytic reduction (SCR) process with ammonia injection. Engelhard Corporation's discovery in 1957 that ammonia reacts selectively with NO<sub>x</sub> in the presence of a catalyst and excess oxygen has led to the commercialization of SCR

technology for industrial boilers of various sizes. The technology has been well developed and applied in Japan, especially for control of emissions from gas-, oil-, and coal-fired utility boilers. It has been applied domestically on combustion sources which generate large quantities of  $\text{NO}_x$ , such as gas turbines.

SCR catalysts consist of two types: metal oxides and zeolite. The base metal catalysts are either vanadium or titanium embedded into a ceramic matrix structure; the zeolite catalysts are ceramic molecular sieves extruded into modules of honeycomb shape. The all-ceramic zeolite catalysts are durable, and less susceptible to catalyst masking or poisoning than the noble metal/ceramic base catalysts. All catalysts exhibit advantages and disadvantages in terms of exhaust gas temperatures, ammonia/ $\text{NO}_x$  ratio, and optimum exhaust gas oxygen concentrations. A common disadvantage for all catalyst systems is the narrow window of temperature between 600°F and 900°F within which the  $\text{NO}_x$  reduction process takes place (Schorr, 1989; Steuler, 1990; Engelhard, 1990; Johnson-Matthey, 1990). Operating outside this temperature range results in catastrophic harm to the catalyst system. Chemical poisoning occurs at lower temperature conditions, while thermal degradation occurs at higher temperatures. Reactivity can only be restored through catalyst replacement.

Catalysts are subject to loss of activity over time. Since the catalyst is the most costly component of the SCR system, applications require servicing and cleaning of the catalyst surface every 2,000 to 3,000 hours of operation. The cleaning normally consists of blowing the catalyst surfaces with a compressed air gun or water jet. Most catalyst suppliers guarantee a catalyst life of 3 years, assuming certain operating conditions.

Technically, SCR is potentially applicable to further reduce the already low  $\text{NO}_x$  emissions (2 g/bhp-hr) from the proposed lean-burn reciprocating engine. SCR is capable of achieving  $\text{NO}_x$  reduction of 70 to 90 percent. For the proposed lean-burn engine, with already low  $\text{NO}_x$  concentration in the exhaust gases, vendors guarantee a removal rate of 80 percent. This

would result in NO<sub>x</sub> emissions of 0.4 g/bhp-hr. This represents an overall 96 percent NO<sub>x</sub> reduction compared to a rich-burn engine (at 11.0 g/bhp-hr).

#### 6.2.2.5 Combination of Rich-Burn Engine and NSCR

Although the draft top-down BACT guideline document dated March 15, 1990, does not require that inherently higher emitting processes than the proposed process be evaluated, the option of using rich-burn engines coupled with NSCR also was considered in the BACT analysis.

Rich-burn reciprocating engines are defined as those which contain less than 4 percent oxygen concentration in the exhaust gas. Rich-burn engines typically are naturally aspirated engines with near stoichiometric air-to-fuel ratios and produce exhaust gas temperatures in the range of 1,200°F to 1,300°F.

NSCR technology uses a precious metal to catalyze the reactions of NO<sub>x</sub> with CO and unburned hydrocarbon fuel in the exhaust gas streams to form nitrogen, carbon dioxide, and water vapor. A complete NSCR system includes exhaust gas oxygen sensor, exhaust gas monitor, hydrocarbon fuel injector, automatic air/fuel controller, and temperature sensor for automatic shut-down of the engine if overheating occurs. The engine exhaust entering the catalyst bed is maintained slightly fuel-rich to maximize NO<sub>x</sub> reduction. The hydrocarbon fuel injector automatically controls an adjustable valve that supplies a small amount of hydrocarbon fuel to compensate for the changes in engine load or ambient conditions.

Technically, NSCR is potentially applicable to reduce 90 percent or more of the NO<sub>x</sub> emissions in the exhaust gas of the rich-burn reciprocating engine. In general, vendors guarantee a removal rate of 90 percent for an equivalent NO<sub>x</sub> emission level of 1.1 g/bhp-hr (i.e., 10 percent of the rich-burn engine NO<sub>x</sub> emission rate of 11.0 g/bhp-hr).

### 6.2.3 SUMMARY OF TECHNICALLY FEASIBLE NO<sub>x</sub> CONTROL METHODS

In summary, there are two basic alternatives for reduction of NO<sub>x</sub> emissions from reciprocating engines: engine modification and add-on control technology. Presented in Table 6-1 is a summary of the technical evaluation of NO<sub>x</sub> emission control methods applicable to reciprocating engines.

In the engine modification category, only the alternatives of air-to-fuel ratio change, retard ignition timing, derating power output, and EGR are applicable. EGR is applicable to rich-burn engines only. Steam/water injection and EGR (for lean-burn engines) are considered technically infeasible. In the add-on control technology category, only the lean-burn engine/SCR combination and rich-burn engine/NSCR combination are considered technically feasible. Other methods such as the NO<sub>x</sub>OUT process, Thermal DeNO<sub>x</sub>, and the lean-burn engine/NSCR combination are considered technically infeasible.

### 6.3 EVALUATION OF TECHNICALLY FEASIBLE NO<sub>x</sub> CONTROL METHODS

This section examines all of the technically feasible NO<sub>x</sub> control methods identified in the previous discussion. First, all five remaining control alternatives are ranked according to their total removal effectiveness. Each alternative is then examined further in regards to technical issues, environmental effects, energy requirements and impacts, and economic impacts.

The discussion also reviews current permitting practices for applications similar to FGTC's proposed project. Presented in Table 6-2 is a summary of BACT determinations for NO<sub>x</sub> emissions from gas-fired stationary reciprocating engines issued since 1985. The information was obtained from BACT/Lowest Achievable Emission Rate (LAER) Clearinghouse documents from 1985 to 1990, as well as from actual permit applications, issued permits, and personal conversations with personnel of air permitting agencies from various states.

Table 6-1 Summary of Technical Feasibility of NOx Emission Controls for Reciprocating Engine.

Control Technology	NOx Controlled Emission Rate	Technical Feasibility	Comments
<u>Engine Modification Alternatives</u>			
Steam Injection	Not Applicable	NO	Technically infeasible due to irreversible structural damage to engine block.
Air-to-fuel Ratio Change (or Lean-Burn Technology)	1.5-2.0 g/bhp-hr	YES	Lowest emission rate achievable by engine modification, at least 80% control efficiency.
Retarding Ignition Timing			
Rich-burn Engine	9.4 g/bhp-hr	YES	Engine timing retard between 2° and 6°; average 15% NOx reduction.
Lean-burn Engine	1.7 g/bhp-hr	YES	
Derating Power Output			
Rich-burn Engine	6.6 g/bhp-hr	YES	Average 40% NOx reduction at 25% of engine power derated for gas-fired engines.
Lean-burn Engine	1.2 g/bhp-hr	YES	
Exhaust Gas Recirculation			
Rich-burn Engine	7.3 g/bhp-hr	YES	Maximum 34% NOx reduction for standard engine. Ineffective for lean-burn engine.
Lean-burn Engine	Not Applicable	NO	
<u>Add-on Control Technology*</u>			
NOxOUT Process	Not Applicable	NO	Technically infeasible (1000-1600°F), cost prohibitive for high temperature auxiliary equipment.
THERMAL DeNOx	Not Applicable	NO	Technically infeasible (above 1000°F), cost prohibitive for high temperature auxiliary equipment.
Lean-Burn Engine/NSCR	Not Applicable	NO	Technically infeasible for lean-burn engine, required <4% O2 conc. in the exhaust stream.
Lean-Burn Engine/SCR	0.4 g/bhp-hr	YES	Applicable to lean-burn engine with control efficiency of 80 percent.
Rich-Burn Engine/NSCR	1.1 g/bhp-hr	YES	Applicable to rich-burn engine only, required greater than 4% O2 conc. in exhaust gas stream. control efficiency of 90%.

\* Except for the rich-burn engine/NSCR option, all add-on control technologies are for lean-burn engines.

Table 6-2 Summary of BACT Determinations for NOx Emissions from Gas-fired Reciprocating Engines

Company Name	State	Permit Number	Date of Permit	Engine Specifications			Size (Bhp)	NOx Emission Limit**			Control Method	Comments
				Fuel* Type	Make	Model		(g/Bhp-hr)	(lb/hr)	(ppm)		
<u>Source Type: Natural Gas Compressor Station</u>												
Northern Natural Gas Company	IA		05-Sep-90	N.G.	Cooper		4,000	1.8	15.9		Lean burn engine	
same as above	IA		05-Sep-90	N.G.	Cooper		2,000	1.8	7.9		Lean burn engine	
National Fuel Gas Supply Corp.	PA	53-329-001	13-Jun-89	N.G.	Cooper	8015JHC2	3,000	2.0	13.2		Lean burn engine	
Natural Gas Pipeline Company	IL	85100014	01-Mar-89	N.G.	Worthington	MLV-10	4,000	9.0	79.4		Design & oper. practice	
Tennessee Gas Pipeline Company	PA	53-339-002	21-Jun-88	N.G.	Cooper	GMVH-10C	2,250	3.0	14.9		Lean burn engine	
Consolidated Gas Transmission Corp.	PA	59-399-008	10-May-88	N.G.	Dresser-Rand	TCV-10	4,200	3.0	27.8		Lean burn engine	Air to fuel ratio is 4.5:1
ANR Production Company	VA	11064	03-Mar-88	N.G.	Caterpillar	G398TAA	600	1.2	1.6		Catalytic converter	N.G. Compressor Sta.
Southern Natural Gas Company	AL	406-0003-X	19-Feb-88	N.G.	Dresser-Rand	TCVD-10	4,160	2.2	20.2		Lean burn engine	Per. cond.: stack test
National Fuel Gas Supply Corp.	PA	53-399-002	01-Feb-88	N.G.	Dresser-Rand	412 KEV-1	2,850	3.0	18.8		Lean burn engine	
Shell California Production Co.	CA	147853	14-Oct-86	N.G.			600	3.2	4.2		SCR	70% reduction
Northern Natural Gas Company	IA		04-Feb-86	N.G.			4,000			250	Engine design	
Consolidated Gas Transmission Corp.	PA	18-399-009	11-Dec-85	N.G.	Cooper	12W-330-C2	6,000	3.0	39.7		Lean burn engine	
Shell California Production	CA	0041-6	02-Dec-85	N.G.	Caterpillar		225	0.805	0.4	50	NSCR, rich burn engine	90% reduction
<u>Source Type: Power Cogeneration and Other Uses</u>												
University of Illinois, Ch. Cir. Camp.	IL	applying	1990	N.G.	Cooper	LSVB-GDC	8,000	1.9	33.5		Lean burn engine	
Northeast Landfill Power	RI	999-1014	12-Dec-89	L.G.	Waukesha	12V-AT25GL	2,400	1.3	6.6		Lean burn engine	High-speed (900 rpm)
Worcester Company	RI	988-990	27-Sep-89	N.G.	Supertor	12-SGTB	2,000	1.5	6.6		Lean burn engine	High-speed (900 rpm)
City of Ventura	CA	1379-1	31-Dec-86	D.G.			773	2.0	3.4		Engine design	Digestive gas
State of Utah Natural Resources	UT		01-Sep-86	N.G.			4,630	3.5	36.0		Lean burn engine	Turbocharger ups fuel eff.
Tricounty Sun Energy Sheraton Hotel	CA	1369-1	07-Aug-86	N.G.	Caterpillar		200			50	NSCR, rich burn engine	90% reduction
Genstar Gas Recovery Systems	CA	30970	29-Aug-85	L.G.			2,650	1.5	8.8		Lean burn engine	Landfilled gas
same as above	CA	30893	29-Aug-85	L.G.			1,100	1.5	3.6		Lean burn engine	Landfilled gas
Pacific Lighting Energy	CA	30336	01-Mar-85	N.G.	Supertor	16-SQTA	2,650	1.5	8.8		Lean burn engine	High-speed (900 rpm)

\* N.G. = Natural Gas; L.G. = Landfilled Gas; and D.G. = Digestive Gas.

\*\* for a single engine.



### 6.3.1 RANKING OF FEASIBLE CONTROL TECHNOLOGIES

The top-down BACT approach requires the ranking of the NO<sub>x</sub> emission control alternatives in terms of achievable emission level. The five options, in order of removal effectiveness, are: first, the lean-burn engine with SCR; second, the rich-burn engine with NSCR; third, the lean-burn engine with derating; fourth, the lean-burn engine with retard ignition timing; and fifth, the lean-burn engine.

A baseline condition must be established for BACT ranking and economic analysis purposes. The baseline is defined as the uncontrolled rate of the process being reviewed. Therefore, the baseline condition for the control technologies involving stationary reciprocating engine would be a conventional rich-burn engine with a NO<sub>x</sub> emission level of 11 g/bhp-hr (EPA, 1988d).

Presented in Table 6-3 is the BACT top-down hierarchy of technically feasible NO<sub>x</sub> control technologies, their corresponding NO<sub>x</sub> emission rate, and their control efficiency calculated from the baseline emission level. Only control options that result in an NO<sub>x</sub> emission rate lower than the proposed lean-burn engine (2.0 g/bhp-hr) are shown in the table. Only these options are evaluated further for BACT.

### 6.3.2 ANALYSIS OF LEAN-BURN ENGINE WITH SCR

#### Technical Issues

As the most effective NO<sub>x</sub> abatement process in terms of removal efficiency, SCR has been a more frequently applied technology for state-of-the-art reciprocating engines. However, the reliability of SCR's performance on reciprocating engines has not been consistently demonstrated. Data on sustained NO<sub>x</sub> reduction performance for reciprocating engines are very limited.

Technical issues involved in the use of SCR are the narrow operating temperature range and the possible damage to the catalyst and downstream equipment. A stack gas reheat system would be required to heat the exhaust

Table 6-3 BACT "Top-Down" Hierarchy of NOx Control Technologies

BACT Ranking	Technology	Brake Emission Rate (g/bhp-hr)	Annual Emissions (TPY)	Total Emission Reduction (TPY)*	Total Control Efficiency (%)*
First	Lean-burn Engine with SCR	0.4	15.4	409.4	96%
Second	Rich-burn Engine with NSCR	1.1	42.5	382.4	90%
Third	Lean-burn Engine/Derating Power+	1.2	46.3	378.5	89%
Fourth	Lean-burn Engine/Retard Timing	1.7	65.7	359.2	85%
Fifth	Lean-burn Engine	2.0	77.2	347.6	82%
Baseline	Rich-burn Engine	11.0	424.9	-----	-----

\* Total emission reduction and total control efficiency are calculated from baseline emission level.

+ The range of control effectiveness is dependent on the percent of engine's rated torque. The calculated values are based on 40% NOx reduction at 25% derated power (or at 75% rated torque).

gases up to the operating temperature of the SCR (see further discussion under Energy Requirements and Impacts). This further complicates an already complicated system consisting of SCR components and ammonia handling system. The use of ammonia as a reactant for the NO<sub>x</sub> reduction reactions may allow excess ammonia to form ammonium bisulfate compounds under irregular operating conditions. These compounds can serve as catalyst poisoning agents and also cause damage to metal ductwork downstream. Thus, SCR application requires a strict maintenance service schedule. It is expected that the SCR system may require manual cleaning every 2,000 to 2,500 hours of operation (Steuler, 1990). Cleaning consists of blowing the catalyst surfaces with a compressed air gun and vacuuming any soot.

In California, the South Coast Air Quality Management District (SCAQMD, 1984) reported SCR demonstration tests on seven reciprocating engines. The report indicated that only one SCR system was able to complete the 4,000 hours of continuous testing operation; the other six engine/SCR units failed because of various reasons attributed to either poor catalyst performance and/or problematic ammonia injection operation. A recent survey report by the Gas Research Institute on SCR (GRI, 1990) states:

A total of 13 SCR units are currently installed on reciprocating engines. Only one unit involves gas transmission. A number of operational problems impacting SCR performance and engine operation have been documented. At least three SCR units applied to reciprocating engines are scheduled to be replaced with alternative controls...

In addition, a review of the BACT determinations made to date on gas-fired reciprocating engines (Table 6-2) reveals that SCR has never been applied specifically to any large-bore (i.e., greater than 1,000 bhp) and low-speed (i.e., 300 rpm) lean-burn engine due to the already low NO<sub>x</sub> emission rate. The economic consideration is also a significant factor for not using SCR in such applications.

Application of SCR on gas-fired engines has been limited to small-bore, high-speed engines typically less than 1,000 bhp, at 900 rpm or greater (i.e., ANR Production Company's 600-bhp engine, and Shell California Production's 600-bhp engine; see Table 6-2). The only SCR application to a large-bore reciprocating engine was reported for Pfizer, Inc.'s cogeneration facility in Massachusetts. This project was for a 6,710-bhp engine with estimated uncontrolled emission rates between 5 and 12 g/bhp-hr for dual-fuel (94 percent natural gas, 6 percent diesel) and diesel fuel, respectively (see Appendix A). However, Pfizer's engine is different than FGTC's proposed engine in both fuel-type and application. Furthermore, the reliability of Pfizer's operation is still in question pending its performance verification based on upcoming stack testing.

The most recent PSD permit for a natural gas compressor reciprocating engine was issued on September 5, 1990. This permit was issued to Northern Natural Gas Company for a gas-fired 4,000-bhp gas compressor engine in Iowa. It was determined by the permitting agency, the Iowa Department of Natural Resources (IDNR), that "application of SCR systems to the engine as applied for would represent a transfer of technology since none are known to be operational." They further found such "technology transfer to be unreliable at best with a high percentage of down time likely." Therefore, SCR was rejected as BACT by IDNR due to its uncertain reliability.

#### Environmental Effects

The add-on SCR technology for NO<sub>x</sub> control will pose other potential adverse environmental impacts such as accidental spills and emissions of ammonia, and solid waste disposal for the non-inert spent catalyst. These issues are briefly described in the following discussion.

The SCR system requires the use of ammonia as reagent to convert NO<sub>x</sub> to nitrogen gas and water. The main environmental impact centers around the issue of delivery, handling, and storage of ammonia, which poses inherent safety and health risks in the event of accidental releases. In proposing NO<sub>x</sub> abatement regulations for stationary gas turbines, California's South

Coast Air Quality Management District (SCAQMD) has performed a risk assessment study on spill handling and storage of ammonia. The study has concluded that this aspect of SCR operation could realistically present serious consequences, and recommended further consideration of potential impacts and mitigation measures (SCAQMD, 1979). The current practice is to use an aqueous ammonia system (normally between 25 to 29 percent ammonia concentration) at installations located in populated areas. However, such practice increases the complexity, size, and the cost of the ammonia system. Furthermore, ammonia slippage is a normal occurrence during operation of SCR control equipment. NO<sub>x</sub> abatement system suppliers generally report an ammonia slippage level of 10 ppm.

Spent catalysts of the metal oxides pellet-type system must be disposed of properly. Ceramic-based honeycomb-shaped catalysts can be landfilled due to the inert intrinsic properties of ceramic materials.

#### Energy Requirements and Impacts

The add-on technology of SCR imposes further energy penalties. The additional energy requirements are caused by power loss due to additional back pressure from the SCR, electrical requirements for heating the ammonia solution and operating the injection system, and additional energy necessary for reheating the proposed engine exhaust gases from 495°F up to the SCR operating range of 700°F. [SCR manufacturers specify a typical operating temperature window between 600°F to 900°F (Engelhard, 1990; and Steuler, 1990)]. A minimum of 5.83 MMBtu/hr is required for stack gas reheating or 51,071 MMBtu/yr. However, using the lean-burn engine will result in better fuel economy than the baseline rich-burn engine. The heat input saving amounts to 2.8 MMBtu/hr or 24,528 MMBtu/yr. Thus, the net fuel requirement is 26,543 MMBtu/yr. Also, an addition of 8.6 megawatt-hour is required for the operation of the ammonia vaporizer and injection system.

### Economic Analysis

This section presents the total capital investment (TCI) and the annualized cost (AC) of the SCR NO<sub>x</sub> control system for the proposed lean-burn engine. The analysis uses the cost of the conventional rich-burn engine as the baseline cost. The detailed economic analysis procedure is given in Appendix B.

Capital and annualized cost estimates were prepared for two SCR systems:

1. Kleenaire system from Nitrogen Nergas Corporation, which uses the metal oxide-based catalyst and can achieve an 80 percent NO<sub>x</sub> reduction on the proposed lean-burn engine; and
2. Engelhard NO<sub>x</sub> abatement system which uses the all-ceramic honeycomb catalyst and can achieve an NO<sub>x</sub> reduction efficiency of 80 percent on the proposed lean-burn engine.

Capital costs for both systems are tabulated in Table 6-4. In the purchased equipment costs for both SCR systems, the differential engine cost of \$100,000 (i.e., Item 1a in Table 6-4) is added to account for the extra cost of the lean-burn engine. The vendor's equipment quote for the Kleenaire system is \$350,000. The direct capital cost of the system is calculated to be \$965,367, and the indirect capital cost is calculated to be \$539,248. The total capital investment is \$1,504,615. The basic equipment cost for the Engelhard System is \$384,780. Direct capital cost is \$1,040,650 and the indirect capital cost is \$574,545 for a total capital investment of \$1,615,195.

The annualized costs for these two NO<sub>x</sub> abatement systems are given in Table 6-5. The calculation basis for cost items are also given in the table. The annualized costs are \$745,777 and \$715,218 for the Kleenaire system and the Engelhard system, respectively. Current application trend favors the use of the all-ceramic system due to its advantages of higher removal rates and more reliable catalyst component. The annualized cost of the Engelhard system is the lower cost of the two systems due to less costly replacement parts. Therefore, the all-ceramic catalyst system is

Table 6-4 Capital Cost Estimates for SCR Systems for NOx Emission Control.

Cost Items	Cost Factors	Costs	
		Kleenaire System+	Engelhard System++
<b>DIRECT CAPITAL COSTS (DCC):</b>			
(1) Purchased Equipment			
(a) Differential Engine Cost	See Note 1	\$100,000	\$100,000
(b) SCR Basic Equipment	Vendor Quote	\$350,000	\$384,780
(c) Ammonia System	See Note 2	\$20,000	\$20,000
(d) Auxiliary Equipment (Reheat)*	0.10 x (1b)	\$35,000	\$38,478
(e) Emission Monitoring	0.15 x (1b)	\$52,500	\$57,717
(f) Structure Support	0.10 x (1a-1e)	\$55,750	\$60,098
(g) Instrumentation & controls <sup>1</sup>	0.10 x (1a-1e)	\$55,750	\$60,098
(h) Freight <sup>1</sup>	0.05 x (1a-1g)	\$33,450	\$36,059
(i) Sales Tax (Florida)	0.06 x (1a-1g)	\$40,140	\$43,270
(j) Subtotal	(1a-1i)	\$742,590	\$800,500
(2) Direct Installation <sup>1</sup>	0.30 x (1j)	\$222,777	\$240,150
Total DCC:	(1) + (2)	\$965,367	\$1,040,650
<b>INDIRECT CAPITAL COSTS (ICC):</b>			
(3) Indirect Installation			
(a) Engineering & Supervision <sup>1</sup>	0.10 x (DCC)	\$96,537	\$104,065
(b) Construction & Field Expenses <sup>1</sup>	0.05 x (DCC)	\$48,268	\$52,033
(c) Construction Contractor Fee <sup>1</sup>	0.10 x (DCC)	\$96,537	\$104,065
(d) Contingencies <sup>2</sup>	0.25 x (DCC)	\$241,342	\$260,163
(4) Other Indirect Costs			
(a) Startup & Testing <sup>1</sup>	0.03 x (DCC)	\$28,961	\$31,220
(b) Working Capital	30-day DOC**	\$27,603	\$23,001
Total ICC:	(3) + (4)	\$539,248	\$574,545
<b>TOTAL CAPITAL INVESTMENT (TCI):</b>	<b>DCC + ICC</b>	<b>\$1,504,615</b>	<b>\$1,615,195</b>

+ Represents a typical first generation catalyst which is metal oxides embeded in ceramic matrix.

++ Represents second generation all ceramic catalyst extruded into honeycomb-shape.

\* Duct burner system to reheat the exhaust gas from 495°F up to 700°F.

\*\* 30 days of direct operating costs, calculated from the annualized cost Table 6-5 (i.e., total DOC/12 months).

<sup>1</sup> Based on catalytic incinerators, from OAQPS Control Cost Manual, Fourth Edition.

<sup>2</sup> Guaranteed efficiency and operation for the installation of SCR on large-bore and low-speed lean-burn engine. Such application is not considered as well-proven technology.

Note 1: Differential engine cost is calculated from vendor's price quotation for a lean-burn engine minus vendor's price quotation for the rich-burn engine being used as baseline.

Note 2: Ammonia vendor's quotation from LaRoche Industries, Inc. for a 3,000-gallon anhydrous ammonia tank, an ammonia evaporator, and a dual-valve pressure regulator.

Table 6-5 Annualized Cost Estimates for SCR Systems for NOx Emission Control.

Cost Items	Basis	Costs	
		Kleenair System+	Engelhard System++
<b>DIRECT OPERATING COSTS (DOC):</b>			
(1) Operating Labor			
Operator <sup>2</sup>	5,840 hr/yr @ \$20/hr	\$116,800	\$116,800
Supervisor <sup>1</sup>	15% of operator cost	\$17,520	\$17,520
(2) Maintenance <sup>2</sup>	5% of direct capital cost	\$48,268	\$52,033
(3) Replacement Parts (include freight & tax)			
(a) Catalyst	(Part+Labor)xCRF; See Note 1	\$80,661	\$27,102
(b) Guard Bed	(Part+Labor)xCRF; See Note 2	\$5,436	\$0
(4) Utilities			
(a) Electricity	0.30 MW-hr/ton NH <sub>3</sub> ; \$85/MW-hr	\$729	\$729
(b) Fuel for stack reheat	\$2.06/MMBtu; See Note 3	\$105,206	\$105,206
(c) Fuel credit	\$2.06/MMBtu; See Note 4	-\$50,528	-\$50,528
(5) Ammonia	0.37 lb NH <sub>3</sub> /lb NO <sub>x</sub> ; \$250/ton NH <sub>3</sub>	\$7,146	\$7,146
Total DOC		\$331,239	\$276,007
<b>INDIRECT OPERATING COSTS (IOC):</b>			
(7) Overhead <sup>1</sup>	60% of operating labor & maintenance	\$109,553	\$111,812
(8) Property Taxes <sup>1</sup>	1% of total capital investment	\$15,046	\$16,152
(9) Insurance <sup>1</sup>	1% of total capital investment	\$15,046	\$16,152
(10) Administration <sup>1</sup>	2% of total capital investment	\$30,092	\$32,304
Total IOC		\$169,738	\$176,419
<b>CAPITAL RECOVERY COST (CRC)</b>	CRF of 0.1627 times TCI	\$244,801	\$262,792
<b>ANNUALIZED COST (AC):</b>	DOC + IOC + CRC	\$745,777	\$715,218

+ Represents a typical first generation catalyst which is metal oxides embedded in ceramic matrix.

++ Represents second generation all ceramic catalyst extruded in honeycomb shape.

<sup>1</sup> Based on catalytic incinerators, from OAQPS Control Cost Manual, Fourth Edition.

<sup>2</sup> Based on no existing installation of SCR on large-bore and low-speed lean-burn engine: 5.33 hours per shift are devoted to the emission control system operation and maintenance.

Note 1: Catalyst replacement part cost for the Kleenair System is \$180,000 with a service life of 3 years.

Catalyst replacement part cost for the Engelhard system is \$60,000 with a service life of 3 years.

Combined freight and tax factor is 11%; and CRF for a 3-year recovery period and 10% interest rate is 0.4021.

Replacement labor cost is \$50 per hour for two 8-hour days. Total cost includes both material and labor costs.

Note 2: The Kleenair system includes a guard bed which works as a pre-filter upstream from the metal oxides catalyst;

the replacement part cost is \$12,000 with an estimated service life of 3 years. Required labor is for 4 hours.

Note 3: Assumed heat transfer efficiency of 80%, heat input required to raise exhaust temperature to 700°F is:

$$Q = (87,514 \text{ lb/hr})(0.26 \text{ Btu/lb}^\circ\text{F for air})(700^\circ\text{F} - 495^\circ\text{F}) / (0.8) = 5.83 \text{ MMBtu/hr.}$$

Annual heat input equals 5.83 MMBtu/hr times 8,760 hr/yr = 51,071 MMBtu/yr.

Note 4: Heat input for lean-burn engine is calculated from 7,300 Btu/bhp-hr times 4,000 bhp = 29.2 MMBtu/hr.

Heat input for rich-burn engine is calculated from 8,000 Btu/bhp-hr times 4,000 bhp = 32.0 MMBtu/hr.

Therefore, using a better fuel efficient engine results in saving an annual heat input of:

$$(32.0 - 29.2) \text{ MMBtu/hr} \times 8,760 \text{ hr/yr} = 24,528 \text{ MMBtu/yr.}$$



the better system since it is less susceptible to catalyst damage and results in less operating costs. Subsequent economic cost effectiveness analysis uses the cost values computed for the Engelhard system.

### 6.3.3 ANALYSIS OF RICH-BURN ENGINE WITH NSCR

#### Technical Issues

Rich-burn engines operate at near stoichiometric air-to-fuel ratios and, therefore, generate high engine cylinder temperatures in the range of 1,200°F to 1,300°F. Engine manufacturers have found that such high temperatures do not allow loading the engine very high. For greater power output, engine manufacturers have found that engine modifications (i.e., turbocharged engines which can produce more power enhancements with lower emission levels) are the better choice than building larger engine blocks. In the current U.S. market, rich-burn engines over 2,000 bhp are not standard off-the-shelf items; however, a 4,000-bhp engine can be obtained by special order.

All known rich-burn engine/NSCR combination applications are found for small engines of approximately 1,000 bhp or less (i.e., a 600-bhp engine for ANR Production Company, Virginia; a 225-bhp engine for Shell California Production, California; and a 200-bhp engine for Tricounty Sheraton Hotel, California; see Table 6-2).

#### Environmental Effects

Catalyst disposal may be required when using NSCR, depending on the catalyst type. Most vendors guarantee a service life of 3 years for the catalyst system. Environmental impacts are expected to be minimal for the rich-burn engine/NSCR option since no toxic or hazardous reagents are required. Rich-burn/NSCR technology generally produces lower CO and VOC emissions as compared to a lean-burn engine.

#### Energy Requirements and Impacts

The NSCR converter does not require any additional fuel other than a small amount of hydrocarbon fuel used for injection into the exhaust gas mixture

to ensure fuel rich conditions. However, the fuel economy of the rich-burn engine is approximately 8,000 Btu/bhp-hr compared to the 7,300 Btu/bhp-hr for the proposed lean-burn engine. For a 4,000-bhp output, an additional 2.8 MMBtu/hr heat input is required, or approximately 24,528 MMBtu per year for an annual cost of \$50,528.

#### Economic Analysis

Capital and annualized cost estimates were prepared for a NSCR converter. Cost of the NSCR converter was provided by Johnson-Matthey as \$80,000. The NSCR can achieve 90 percent NO<sub>x</sub> reduction. The resulting NO<sub>x</sub> emission rate is 1.1 g/bhp-hr.

The total capital investment cost for a NSCR converter designed for a 4,000-bhp rich-burn engine is tabulated in Table 6-6. The direct capital cost is calculated to be \$159,307, and the indirect capital cost is calculated to be \$93,682. The total capital investment is \$252,989. Also shown in the table is the differential cost of the lean-burn engine over that of the baseline rich-burn engine.

The annualized cost for the NSCR converter is given in Table 6-7. The calculation basis for cost items are also given in the table. The resulting annualized cost is \$207,349. The annualized differential cost of the lean-burn engine itself is \$8,810.

#### **6.3.4 ANALYSIS OF LEAN-BURN ENGINE WITH DERATING POWER OUTPUT**

##### Technical Issues

Derating power output does not require additional equipment. Derating is accomplished by restricting the engine torque to a level below its normal operating design rate. This is done by making adjustment to the throttle valve setting in order to change the power output. Although a derated engine produces less NO<sub>x</sub> emissions, such practice will also reduce the overall engine's efficiency and shorten its service life as much as 25 percent (Dresser-Rand, 1990). In addition, continuous derating operation

Table 6-6 Capital Cost Estimates for Lean-burn Engine and Rich-burn Engine/NSCR System.

Cost Items	Cost Factors	Costs	
		Lean-Burn Engine	Johnson-Matthey NSCR System
<b>DIRECT CAPITAL COSTS (DCC):</b>			
<b>(1) Purchased Equipment</b>			
(a) Differential Engine Cost	See Note 1	\$100,000	\$0
(b) NSCR Converter	Vendor Quote	\$0	\$80,000
(c) Emission Monitoring	0.15 x (1b)	\$0	\$12,000
(d) Structural Support	0.10 x (1b-1c)	\$0	\$9,200
(e) Instrumentation <sup>1</sup>	0.10 x (1a-1c)	\$10,000	\$9,200
(f) Freight <sup>1</sup>	0.05 x (1a-1e)	\$5,500	\$5,520
(g) Sales Tax (Florida)	0.06 x (1a-1e)	\$6,600	\$6,624
(h) Subtotal	(1a-1g)	\$122,100	\$122,544
(2) Direct Installation <sup>1</sup>	0.30 x (1h)	\$36,630	\$36,763
<b>Total DCC:</b>	<b>(1) + (2)</b>	<b>\$158,730</b>	<b>\$159,307</b>
<b>INDIRECT CAPITAL COSTS (ICC):</b>			
<b>(3) Indirect Installation</b>			
(a) Engineering & Supervision <sup>1</sup>	0.10 x (DCC)	\$15,873	\$15,931
(b) Construction & Field Expenses <sup>1</sup>	0.05 x (DCC)	\$7,937	\$7,965
(c) Construction Contractor Fee <sup>1</sup>	0.10 x (DCC)	\$15,873	\$15,931
(d) Contingencies	See Note 2	\$23,810	\$39,827
<b>(4) Other Indirect Costs</b>			
(a) Startup & Testing <sup>1</sup>	0.03 x (DCC)	\$4,762	\$4,779
(b) Working Capital	30-day DOC <sup>*</sup>	\$0	\$9,249
<b>Total ICC:</b>	<b>(3) + (4)</b>	<b>\$68,254</b>	<b>\$93,682</b>
<b>TOTAL CAPITAL INVESTMENT (TCI):</b>	<b>DCC + ICC</b>	<b>\$226,984</b>	<b>\$252,989</b>

\* 30 days of direct operating costs, calculated from the annualized cost Table 6-7 (i.e., total DOC/12 months).

<sup>1</sup> Based on catalytic incinerators, from OAQPS Control Cost Manual, Fourth Edition.

Note 1: Differential engine cost is calculated from vendor's price quotation for a lean-burn engine minus vendor's price quotation for the rich-burn engine being designated as baseline.

Note 2: For lean-burn engine, 15 percent of DCC is used for a guaranteed efficiency and operation. For NSCR application, 25 percent of DCC is used for contingency based on no existing installation of NSCR on large-bore rich-burn engine.

Table 6-7 Annualized Cost Estimates for Lean-Burn Engine and Rich-Burn/NSCR System.

Cost Items	Basis	Costs	
		Lean-Burn Engine	Johnson-Matthey NSCR System
<b>DIRECT OPERATING COSTS (DOC):</b>			
(1) Operating Labor			
Operator <sup>2</sup>	\$20/hr (2,920 hr/yr for NSCR)	\$0	\$58,400
Supervisor <sup>1</sup>	15% of operator cost	\$0	\$8,760
(2) Maintenance <sup>2</sup>	5% of direct capital cost	\$7,937	\$7,965
(3) Replacement Parts (include freight & tax)			
Catalyst	(Part+Labor)xCRF; See Note 1	\$0	\$35,867
(4) Fuel			
Fuel credit (gas)	\$2.06/MMBtu; See Note 2	-\$50,528	\$0
Total DOC		-\$42,591	\$110,993
<b>INDIRECT OPERATING COSTS (IOC):</b>			
(7) Overhead <sup>1</sup>	60% of operating labor & maintenance	\$4,762	\$45,075
(8) Property Taxes <sup>1</sup>	1% of total capital investment	\$2,270	\$2,530
(9) Insurance <sup>1</sup>	1% of total capital investment	\$2,270	\$2,530
(10) Administration <sup>1</sup>	2% of total capital investment	\$4,540	\$5,060
Total IOC		\$13,841	\$55,195
<b>CAPITAL RECOVERY COST (CRC)</b>	CRF of 0.1627 times TCI	\$36,930	\$41,161
<b>ANNUALIZED COST (AC):</b>	DOC + IOC + CRC	\$8,180	\$207,349

<sup>1</sup> Based on catalytic incinerators, from OAQPS Control Cost Manual, Fourth Edition.

<sup>2</sup> Based on no existing installation of NSCR on high-load rich-burn engine: 2.667 hours per shift are devoted to the emission control system operation and maintenance.

Note 1: For NSCR, the catalyst accounts for 95% of the basic cost and has a service life of 3 year; therefore, catalyst replacement part cost is \$80,000 times 0.95 plus 11% for the combined freight and tax cost. Replacement labor cost is \$50 per hour for one 8-hour day. Total cost includes both material and labor costs. Thus, the annualized catalyst replacement cost is equal to the total replacement cost multiplied by the CRF for a 3-year recovery period and an interest rate of 10%. CRF = 0.4021.

Note 2: Heat input for lean-burn engine is calculated from 7,300 Btu/bhp-hr times 4,000 bhp = 29.2 MMBtu/hr. Heat input for rich-burn engine is calculated from 8,000 Btu/bhp-hr times 4,000 bhp = 32.0 MMBtu/hr. Therefore, using a better fuel efficient engine results in saving an annual heat input of: (32.0 - 29.2) MMBtu/hr x 8,760 hr/yr = 24,528 Btu/yr.

would require a bigger, more expensive engine to meet the overall power requirement.

Derating power output is not considered BACT for the proposed lean-burn engine because of potential engine reliability problems, shortened engine life, and increased emissions of CO and hydrocarbons.

#### Environmental Effects

Application of this technology would result in lower NO<sub>x</sub> emissions, but emissions of carbon monoxide and hydrocarbon would increase. For instance, Dresser-Rand has reported a 30.9 TPY emissions reduction of NO<sub>x</sub> with a corresponding emissions increase of 27.0 TPY carbon monoxide (CO) and 185.4 TPY total hydrocarbons based on a 30 percent derating of the proposed 4,000-bhp lean-burn engine.

#### Energy Requirements and Impacts

In general, derating an engine will result in less fuel economy. EPA (1979) reported a fuel penalty of 8 percent based on derating 25 percent a dual-fuel engine by 25 percent. Manufacturers of gas-fired reciprocating engines state that approximately an 8 percent increase in fuel consumption will occur for a derating of 30 percent.

#### Economic Analysis

If derating is employed, a larger engine would be necessary to meet the FGTC power requirement of 4,000 bhp. This will increase both the capital cost and annual operating cost for the engine. A detailed economic analysis was not performed for this technology.

### 6.3.5 ANALYSIS OF LEAN-BURN ENGINE WITH RETARD IGNITION TIMING

#### Technical Issues

EPA's research (1979) has reported that retard ignition timing is only effective for dual-fuel and diesel fuel burning engines. Retarding the spark for lean-burn engines will result in misfiring because spark-ignited engines are designed to be sensitive to any small deviation in timing

changes. The summary of previous BACT determinations (Appendix A) shows that all ignition timing changes were exclusively applied to diesel burning reciprocating engines.

Ignition timing retardation increases exhaust temperatures above the engine's normal operating temperature. The increased engine operating temperature will result in additional maintenance, shorter engine life, and higher initial cost for high temperature exhaust components. Thus, retarding ignition timing for a lean-burn engine is not considered further.

#### Environmental Effects

Retarding ignition timing can increase the emission level of CO and VOC. This is due to less efficient combustion as the engine timing is changed from the optimal setting. In the event of misfiring, unburned hydrocarbons and CO emissions may increase significantly.

#### Energy Requirements and Impacts

Not performed--inapplicable technology.

#### Economic Analysis

Not performed--inapplicable technology. The expected capital cost is equal to the cost of the lean-burn engine.

### 6.3.6 ANALYSIS OF LEAN-BURN ENGINE

#### Technical Issues

The proposed turbocharged reciprocating engine will operate according to the manufacturer's specified operating parameters listed in Table 6-8. The engine's state-of-the-art design includes small pre-ignition chambers in which a rich fuel mixture is spark-ignited. The hot gases then enter the main combustion chambers and create spontaneous combustion of the lean fuel mixture. As a result, the overall combustion process is conducted under very lean fuel conditions. Operations on the lean side of the air-to-fuel ratio allow the proposed engine to obtain peak fuel economy.

**Table 6-8 Summary of the Operating Parameters for the Proposed Lean-burn Engine.**

<b>Make and Model</b>	<b>Dresser-Rand 10 TCV</b>
<b>Air/Fuel Ratio</b>	<b>60.89</b>
<b>Exhaust Mass Flow</b>	<b>87,514 lb/hr</b>
<b>Ignition Timing</b>	<b>9 °BTDC</b>
<b>Air Manifold Pressure</b>	<b>32.8 psia (±0.5 psia)</b>
<b>Air Manifold Temperature</b>	<b>125 °F</b>
<b>Exhaust Temperature</b>	<b>495 °F</b>
<b>Maximum Allowed Back Pressure</b>	<b>2.5 inch of water</b>
<b>Specific Fuel Consumption</b>	<b>7,300 Btu/bhp-hr</b>

Source: Dresser-Rand Company (1990).

In general, NO<sub>x</sub> formation is directly proportional to the combustion temperature and residence time of the combustion gases (EPA, 1988d). The high mass flow rate at full-load, as indicated by the 87,514 pounds per hour of exhaust mass flow rate, reduces the residence time of the combustion gases compared to a rich-burn engine, which operates at an air-to-fuel ratio near unity. High mass flow rate also means the engine operates below the peak temperature region for thermal NO<sub>x</sub> formation. The exhaust temperature for the proposed engine is 495°F, which is lower than the typical exhaust temperature for reciprocating engines of 550°F or greater. Thus, the rate of thermal NO<sub>x</sub> formation is lower compared to the conventional rich-burn engine.

#### Environmental Effects

There are no adverse environmental impacts expected for using the lean-burn engine, since there is no wastewater or solid waste created.

#### Energy Requirements and Impacts

The lean-burn engine is more fuel efficient than a comparable rich-burn engine. The fuel saving is 2.8 MMBtu/hr for a total saving of 24,528 MMBtu/yr.

#### Economic Analysis

Capital and annualized cost estimates were prepared for the lean-burn engine. The differential engine cost of the lean-burn engine compared to the baseline rich-burn engine was provided by ENRON for the proposed 4,000-bhp Dresser-Rand 10 TCV model. The engine has a guaranteed NO<sub>x</sub> emission limit of 2 g/bhp-hr.

Capital cost of the integral engine-compressor unit is tabulated in Table 6-6. The differential engine cost for the Dresser-Rand 10 TCV engine is \$100,000, from which the direct capital cost is calculated to be \$158,730, and the indirect capital cost is calculated to be \$68,254. The total capital investment is \$226,984.



The annualized cost is given in Table 6-7. The calculation basis for cost items is also given. The direct operating cost consists of normal maintenance cost of the lean-burn technology parts for \$7,937 and a fuel credit of \$50,528 for better fuel efficiency operation. The annualized cost is \$8,180 for the lean-burn engine.

#### 6.4 BACT SUMMARY AND CONCLUSION

The BACT analysis for NO<sub>x</sub> control has identified three feasible control alternatives: the lean-burn engine with SCR, the rich-burn engine with NSCR, and the lean-burn engine. Elimination of a control technology as BACT will be based on comparison of the overall environmental, energy, and economic impacts. The most effective control alternative not eliminated will be selected as BACT.

##### 6.4.1 COMPARISON OF ENVIRONMENTAL EFFECTS

Of the three alternatives, SCR poses the greatest potential for toxic impacts due to ammonia handling and storage and ammonia slip. Comparing potential adverse environmental impacts: the lean-burn engine with SCR option is the worst due to potential ammonia release and disposal of catalysts; the rich-burn engine with NSCR is the next worse option due to disposal of catalyst. The lean-burn engine does not create any waste; therefore, it is the best alternative in terms of the environmental impact analysis.

##### 6.4.2 COMPARISON OF ENERGY IMPACTS

The lean-burn engine with SCR has the highest energy requirements: an additional net fuel requirement of 26,543 MMBtu/yr, accounting for stack gas reheat and the fuel credit for using the more efficient lean-burn engine. In addition, an annual 8.6 MW-hr of electrical power is required for the ammonia vaporizer and injection system. The next highest energy requirement is for the rich-burn/NSCR combination. This alternative does not use any additional fuel or energy for operation. The lean-burn engine shows a saving of 24,528 MMBtu/yr in heat input over the rich-burn engine

because of its inherent fuel efficient design. Thus, the lean-burn engine is the best alternative in view of the energy impact analysis.

#### 6.4.3 COMPARISON OF ECONOMIC ANALYSIS

Economic analysis is based on the cost effectiveness of the control method. Economic impact is determined by the total and incremental cost effectiveness values. The detailed cost estimating procedure is presented in Appendix B. Comparing the total cost effectiveness of the three feasible NO<sub>x</sub> control alternatives: the lean-burn engine/SCR technology has the highest cost effectiveness value of \$1,747 per ton of NO<sub>x</sub> removed; the rich-burn engine/NSCR technology is the next highest with \$542 per ton of NO<sub>x</sub> removed. The lean-burn engine has a nominal total cost effectiveness value of \$24 per ton of NO<sub>x</sub> removed.

The incremental cost effectiveness values for the lean-burn engine/SCR technology and the rich-burn engine/NSCR technology are \$18,810 and \$5,723 per ton of NO<sub>x</sub> removed, respectively. The lean-burn engine has an incremental cost effectiveness of \$24 per ton of NO<sub>x</sub> removed. Therefore, the lean-burn engine is the most cost effective control option.

#### 6.4.4 SUMMARY AND CONCLUSION

The top-down BACT analysis in terms of environmental, energy and economic impacts for the FGTC's proposed project is summarized in Table 6-9. Both the lean-burn engine/SCR and the rich-burn engine/NSCR control options are eliminated primarily based on the high total and incremental cost effectiveness for NO<sub>x</sub> control. Recently, FDER has determined that incremental cost effectiveness values of \$4,000 to \$5,000 per ton of NO<sub>x</sub> removed are unreasonable. These values were established for much larger sources of NO<sub>x</sub>, such as utility gas turbine combined-cycle projects. In addition, add-on control technologies have significant energy penalties along with potential adverse environmental impacts, and these systems are not fully proven on IC engines of the size proposed by FGTC.

Table 6-9 Summary of Top-Down BACT Impact Analysis Results for NOx.

Control Alternative	Environmental Impacts				Energy Impacts		Economic Impacts			
	Total Emission Reduction (TPY)*	Incremental Emission Reduction (TPY)**	Potential toxic air impact?	Potential adverse environmental impacts?	Incremental increase over baseline		Total Annualized Cost (\$/yr)	Incremental Annualized Cost (\$/yr)	Total Cost Effectiveness (\$/ton)	Incremental Cost Effectiveness (\$/ton)
					Natural gas (MMBtu/yr)	Electricity (MW-hr/yr)				
Lean-Burn Engine with SCR	409.4	27.0	Yes	Yes	26,543	8.6	\$715,218	\$507,869	\$1,747	\$18,810
Rich-Burn Engine with NSCR	382.4	34.8	No	No	0	0	\$207,349	\$199,169	\$542	\$5,723
Lean-Burn Engine	347.6	347.6	No	No	-24,528	0	\$8,180	\$8,180	\$24	\$24
Baseline (rich-burn engine)	----	----	--	--	----	--	----	----	----	----

\* Total emission reduction, total annualized cost, and total cost effectiveness are calculated based on similar baseline parameter values.

\*\* Incremental values are based on the next lower control technology's parameter values.

By eliminating lean-burn/SCR and rich-burn/NSCR options, the lean-burn engine is BACT. This is consistent with current BACT determinations shown in Table 6-2 for similar source applications. In the most recent top-down BACT analysis, IDNR has concluded that the inherently low NO<sub>x</sub> emitting lean-burn engine is BACT for Northern Natural Gas Company. In its BACT summary, IDNR rejected SCR on the grounds of uncertain reliability and unreasonable cost effectiveness (i.e., total cost effectiveness of \$1,600 and incremental cost effectiveness of \$12,000 per ton NO<sub>x</sub> removed).

No other stationary internal combustion sources, whether in natural-gas-related applications or other industrial processes, which use similar fuel and equivalent engines (i.e., natural-gas-fired and 4,000-bhp lean-burn engine) have been required to bear a high incremental cost effectiveness to reduce NO<sub>x</sub> emissions. Furthermore, the FGTC's proposed lean-burn engine has low NO<sub>x</sub> emissions of 77.2 TPY, and modeling results show an insignificant NO<sub>x</sub> impact (less than 1.0 µg/m<sup>3</sup>). In conclusion, the FGTC's proposed Dresser-Rand 10 TCV lean-burn engine is BACT.

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## **APPENDIX A**

Appendix A Summary of BACT Determinations for NOx Emissions from Stationary Reciprocating Engines (page 1 of 2).

Company Name	State	Permit Number	Date of Permit	Total Capacity	Engine Specifications			Load (Bhp)	NOx Emission Limit*			Control Method	Comments
					Fuel Type	Make	Model		(g/Bhp-hr)	(lb/hr)	(ppm)		
<u>Source Type: Natural Gas Compressor Station</u>													
Northern Natural Gas Company	IA		05-Sep-90	4,000 Bhp	N.G.	Cooper		4,000	1.8	15.9		Lean burn engine	
same as above	IA		05-Sep-90	4,000 Bhp	N.G.	Cooper		2,000	1.8	7.9		Lean burn engine	
National Fuel Gas Supply Corp.	PA	53-329-001	13-Jun-89	6,000 Bhp	N.G.	Cooper	8015JHC2	3,000	2.0	13.2		Lean burn engine	
Natural Gas Pipeline Company	IL	85100014	01-Mar-89	1,600 Bhp	N.G.	Worthington	MLV-10	4,000	9.0	79.4		Design & oper. practice	
Tennessee Gas Pipeline Company	PA	53-339-002	21-Jun-88	2,250 Bhp	N.G.	Cooper	GMVH-10C	2,250	3.0	14.9		Lean burn engine	
Consolidated Gas Transmission Corp.	PA	59-399-008	10-May-88	8,400 Bhp	N.G.	Dresser-Rand	TCV-10	4,200	3.0	27.8		Lean burn engine	Air to fuel ratio is 4.5:1
ANR Production Company	VA	11064	03-Mar-88	1,800 Bhp	N.G.	Caterpillar	G398TAA	600	1.2	1.6		Catalytic converter	N.G. Compressor Sta.
Southern Natural Gas Company	AL	406-0003-X0	19-Feb-88	4,160 Bhp	N.G.	Dresser-Rand	TCVD-10	4,160	2.2	20.2		Lean burn engine	Per. cond.: stack test
National Fuel Gas Supply Corp.	PA	53-399-002	01-Feb-88	2,850 Bhp	N.G.	Dresser-Rand	412 KEV-1	2,850	3.0	18.8		Lean burn engine	
Shell California Production Co.	CA	147853	14-Oct-86	600 Bhp				600	3.2	4.2		SCR	70% reduction
Northern Natural Gas Company	IA		04-Feb-86	8,000 Bhp	N.G.			4,000			250	Engine design	
Consolidated Gas Transmission Corp.	PA	18-399-009	11-Dec-85	6,000 Bhp	N.G.	Cooper	12W-330-C2	6,000	3.0	39.7		Lean burn engine	
Shell California Production	CA	0041-6	02-Dec-85	225 Bhp	N.G.	Caterpillar		225	0.805	0.4	50	NSCR, rich burn engine	90% reduction

\* for a single engine.  
N.G. = Natural Gas.

Source: KBN Engineering and Applied Sciences, Inc. (1990).

Appendix A Summary of BACT Determinations for NOx Emissions from Stationary Reciprocating Engines (page 2 of 2).

Company Name	State	Permit Number	Date of Permit	Total Capacity	Engine Specifications			NOx Emission Limit*			Control Method	Comments	
					Fuel Type	Make	Model	Load (Bhp)	(g/Bhp-hr)	(lb/hr)			(ppm)
<b>Source Type: Power Cogeneration and Other Uses</b>													
University of Illinois, Ch. Cir. Camp.	IL	applying	1990	16,000 Bhp	N.G.	Cooper	LSVB-GDC	8,000	1.9	33.5		Lean burn engine	
Northeast Landfill Power	RI	999-1014	12-Dec-89	19,200 Bhp	L.G.	Waukesha	12V-AT25GL	2,400	1.3	6.6		Lean burn engine	High-speed (900 rpm)
Pfizer, Inc.	MA	B-87-C-006	16-Nov-89	6,710 Bhp	Dual/Diesel	Cooper	LSVB-16-GDT	6,710	0.7	10.1		SCR	90% reduction
Cogenrix (formerly Xiox)	PA	33-399-004	31-Oct-89	20,904 Bhp	Dual	Wartsila	18V32GD	6,968	5.0	76.8		Engine retardation	
Worcester Company	RI	988-890	27-Sep-89	6,000 Bhp	N.G.	Superior	12-SGTB	2,000	1.5	6.6		Lean burn engine	High-speed (900 rpm)
Citizens Utilities	HI	HI 88-04	19-Sep-89	42,000 Bhp	Diesel			10,500			605	Engine design	
Key West Electric System	FL	PSD-FL-135	05-Jun-89	26,532 Bhp	Diesel			13,266	6.0	175.5		Engine timing retard	
Maul Electric Company, Inc.	HI	HI 87-01	30-Dec-88	33,400 Bhp	Diesel			16,700	7.0	256.1	595	5° ignition retard	20% reduction
Power Ventures	FL	PSD-FL-120	05-Dec-88	8,800 Bhp	Dual	Undetermined			5.0			Engine design	
same as above	FL	PSD-FL-120	05-Dec-88	8,800 Bhp	Diesel	Undetermined			12.0			Engine design	
Maul Pineapple Co., Ltd.	HI	HI 87-02	17-May-88	4,020 Bhp	Diesel			2,010	5.2	23.0	536	2° ignition retard	
same as above	HI	HI 87-02	17-May-88	6,040 Bhp	Diesel			3,020	5.3	35.0	520	2° ignition retard	
Maul Electric Company, Inc.	HI	HI 86-02	17-Nov-87	6,700 Bhp	Diesel			3,350	9.3	68.4	600	4° ignition retard	20% reduction
Hawaii Electric Light Co., Inc.	HI	HI 85-03	17-Nov-87	10,050 Bhp	Diesel			3,350	9.3	68.4	600	4° engine retard	20% reduction
City of Ventura	CA	1379-1	31-Dec-86	773 Bhp	D.G.			773	2.0	3.4		Engine design	Digestive gas
State of Utah Natural Resources	UT		01-Sep-86	18,000 Bhp	N.G.			4,630	3.5	36.0		Lean burn engine	Turbocharger ups fuel eff.
Tricounty Sun Energy Sheraton Hotel	CA	1369-1	07-Aug-86	200 Bhp	N.G.	Caterpillar		200			50	NSCR, rich burn engine	90% reduction
LaJet Energy Company	CA	85096	17-Jul-86	1,385 Bhp	Diesel	Cummins	KTTA-50CC	1,385	5.4	16.5		Engine design	
3M	TX	PSD-TX-674	30-May-86	8,388 Bhp	Dual	Cooper	LSVG-20-GDT	8,388	5.0	92.4		Engine design	
Genstar Gas Recovery Systems	CA	30970	29-Aug-85	2,650 Bhp	L.G.			2,650	1.5	8.8		Lean burn engine	Landfilled gas
same as above	CA	30693	29-Aug-85	1,100 Bhp	L.G.			1,100	1.5	3.6		Lean burn engine	Landfilled gas
Pacific Lighting Energy	CA	30336	01-Mar-85	2,650 Bhp	N.G.	Superior	16-SGTA	2,650	1.5	8.8		Lean burn engine	High-speed (900 rpm)

\* for a single engine. Note: N.G. = Natural Gas; L.G. = Landfilled Gas; D.G. = Digestive Gas.

## **APPENDIX B**

## APPENDIX B

### ECONOMIC IMPACT ANALYSIS METHODOLOGY

In the "top-down" approach, the economic impact along with environmental and energy impacts is one of three main criteria for BACT evaluation in considering any emission control method. The economic analysis determines the cost effectiveness of each applicable emission control alternative.

The economic analysis is based on the cost estimating procedure outlined in EPA's control cost manual (EPA, 1990b). An overall description of this cost estimating methodology is given as follows:

1. The total capital investment consists of direct capital and indirect capital costs. The direct capital cost includes the purchased equipment cost and the direct installation cost. The indirect capital cost accounts for other indirect expenses pertaining to the installation of the emission control device, such as engineering, construction and field expenses, contractor fee, contingencies, and startup and testing.
2. The annualized cost consists of the direct operating cost, the indirect operating cost, and the capital recovery cost. The direct operating cost includes both annual operating and maintenance costs, cost of replacement parts, and fuel costs. The indirect annual operating cost accounts for items such as overhead, property taxes, insurance, and administration. The capital recovery cost is calculated from the total capital investment cost using a capital recovery factor.
3. The total annual operating cost is divided by the total emission reduction of the control system to result in dollars per ton of pollutant removed (i.e., dollars per ton of NO<sub>x</sub> in this case). This value is defined as the cost effectiveness of the control method. Incremental cost effectiveness of one control method over

another is also calculated based on the incremental annual cost and incremental emission reduction.

Detailed descriptions of the cost estimates are presented in the following three sections for the SCR system being evaluated as an add-on control device for the lean-burn engine. The discussion includes economic analyses of the lean-burn engine and the NSCR system for the rich-burn engine. The baseline cost estimate is based on the rich-burn engine since it has been defined as the baseline engine on which all emission calculations are based.

#### **SECTION I TOTAL CAPITAL INVESTMENT (TCI)**

The TCI cost for the SCR converter covers a complete turn-key system. The basic purchased equipment costs consist of the differential IC engine cost and the SCR system cost. The differential engine cost accounts for the difference in cost between the higher cost lean-burn and the lower cost rich-burn engines as quoted by Dresser-Rand. The cost of the SCR system is either a printed cost quotation or a "ball park" estimate of unit cost per brake horsepower obtained directly from the equipment vendors.

Subsequently, other direct and indirect capital cost items are estimated from cost factors based on standard cost estimating guidelines (EPA, 1990b). The estimating method provides accuracies on the order of plus or minus 20 percent.

The direct capital costs (DCC) for the SCR converter are comprised of purchased equipment costs and direct installation costs. Purchased equipment costs represent the free on board (FOB) delivery costs of the basic equipment, ammonia auxiliary system, exhaust reheat duct burner system, structure support, emission monitoring equipment, instrumentation, freight, and sales tax. Basic equipment consists of all catalyst structure, and mechanical and electrical components required for efficient operation of the device. These include such items as internal piping and exhaust gas ductwork.

The storage tank and delivery equipment costs for the ammonia system were obtained from the ammonia supplier. The ammonia system was designed for a typical 3-month supply of anhydrous ammonia and its auxiliary equipment such as ammonia vaporizer/injection components.

The cost of the auxiliary equipment for reheating the exhaust gas accounts for the duct burner system required to bring the exhaust temperature from 495°F to 700°F. Without raising the temperature, the SCR system would not work properly.

Emission monitoring costs include the cost of NO<sub>x</sub> and O<sub>2</sub> continuous monitors, which are not included in the basic equipment costs. These monitors are tied to the ammonia injection system to ensure proper NO<sub>x</sub> reduction. These costs are estimated at 15 percent of the SCR basic equipment cost.

Structure support costs account for miscellaneous external piping, auxiliary support, independent flow controllers and indicators for the connection between the basic equipment and the ammonia system. Costs are estimated at 10 percent of the overall SCR equipment cost.

Plant instrumentation and controls are usually not included in the basic equipment cost; typical cost factors range from 10 to 15 percent of the basic equipment cost, depending on the specific application.

The purchased equipment costs are then the basis for determining the direct and indirect installation costs. The installation costs are based on standard cost factors (EPA, 1990b).

The direct installation costs consist of the direct expenditures for materials and labor for site preparation, foundations, structural steel, erection, piping, electrical, painting, and insulation. Direct installation costs are expressed as a percentage of the total basic equipment costs for standard industrial installations.



The indirect capital costs (ICC) typically cover several areas, such as: engineering and supervision, construction and field expenses, construction contractor fee, contingencies, start-up and testing, and working capital. Each of the above items is based on a percentage of the DCC; except for the working capital which is based on the direct operating cost (DOC).

For the proposed lean-burn engine, the TCI cost estimate is also calculated by summing the purchased equipment costs, direct installation costs, and indirect capital costs. In this case, the itemized basic purchased equipment costs only include the differential engine cost, instrumentation, freight, and sales tax. Other direct and indirect installation costs are estimated by multiplying the sum of the basic purchased equipment costs by the standard cost factors.

The TCI cost estimate for the NSCR converter was based on a similar cost estimating procedure. Basic purchased equipment costs for the NSCR system include the basic converter, emission monitoring, structural support, instrumentation, freight, and sales tax. The direct and indirect installation costs follow a similar procedure to the one described above.

## SECTION II ANNUALIZED COST (AC)

The AC estimates for each SCR system are comprised of the direct operating costs (DOC), the indirect operating costs (IOC) and the capital recovery cost (CRC). The DOC includes the operating labor, maintenance, replacement catalyst and parts, utilities, and ammonia supply. The IOC includes plant overhead, property taxes, insurance, and administration. The CRC accounts for the annualized cost of the initial capital investment for the emission control system.

In the DOC category, the annual operating labor includes the operator and supervisor costs for continuous operation. The operator cost for the SCR system was calculated based on 5.33 hours per shift devoted to regular maintenance and safety assurance procedure for the emission control system,

which include the operation of the ammonia system. The maintenance requirement is 5 percent of the DCC.

Catalyst replacement cost was calculated using a capital recovery factor (CRF) computed for a three-year recovery period and a 10 percent interest rate. The CRF equation is given below. The total catalyst replacement cost includes the replacement part cost and the labor cost for technical supervision by the catalyst supplier.

The utility costs are the sum of the itemized costs for electricity, natural gas for exhaust stack gas reheat, and a fuel credit for using the more efficient lean-burn engine. Electricity cost is based on the estimated total annual consumption for the ammonia vaporizer/injection system. The unit cost for electrical power is current standard cost value. The price of natural gas is based on current natural gas pricing (DOE/EIA, 1989). The total tonnage of ammonia is calculated by the ammonia molar equivalent required to convert the total estimated NO<sub>x</sub> emissions.

Indirect operating costs include the cost of plant overhead, property taxes, insurance, administration, and capital recovery cost. These costs are typically either one or two percent of the total capital investment; except the overhead which is sixty percent of the operating labor and maintenance costs. The capital recovery cost (CRC) is based on the service life of the control system, interest rate, capital depreciation rate, and total capital investment. The CRC is calculated by multiplying the TCI by the capital recovery factor (CRF), which is defined as:

$$CRF = \frac{i(1+i)^n}{(1+i)^n - 1}$$

where:  $i$  = annual interest rate (in percent), and  
 $n$  = equipment service life (in years).

The standard estimated equipment service life for each alternative is 10 years, and the average interest rate is assumed to be 10 percent.

The annualized cost is the sum of the DOC, IOC, and CRC.

The annualized cost estimates for the lean-burn engine and the NSCR converter use similar cost estimating procedure as shown for the SCR system, with the exception of the ammonia supply in the DOC category. The DOC of the NSCR system includes the costs of the operating labor, maintenance, and catalyst replacement.

### SECTION III COST EFFECTIVENESS

In general, the cost effectiveness of SCR, lean-burn engine, or rich-burn engine/NSCR option is based on the annualized cost of each system and the associated annual pollutant emission reduction. This is determined by dividing the annualized cost by the tonnage of pollutant removed per year.

This cost effectiveness value is presented in terms of total cost effectiveness and incremental cost effectiveness. The total cost effectiveness values are based on the differences in costs and tonnages of NO<sub>x</sub> emitted between a given emission control option and the baseline. The incremental cost effectiveness values are based on the difference in costs and tonnages of NO<sub>x</sub> emitted between a given emission control option and the next most effective control option.

**APPENDIX C**

**ISCLT PRINTOUTS  
FLORIDA GAS TRANSMISSION CO.  
STATION NO. 12**

ISCLTK6L MODEL, A VERSION OF  
ISCLT (VERSION 90008)  
AN AIR QUALITY DISPERSION MODEL IN  
SECTION 1. GUIDELINE MODELS.  
IN UNAMAP (VERSION 6) JAN 1990.  
SOURCE: FILE 7 ON UNAMAP MAGNETIC TAPE FROM NTIS.

CONVERTED BY :  
KBN ENGINEERING AND APPLIED SCIENCES, INC.  
GAINESVILLE, FLORIDA  
(904)331-9000

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CARD INPUT FILE IS	ER12LT82.I80	
SUMMARY OUTPUT FILE IS	ER12LT82.O80	
TITLE OF RUN IS	1982 ENRON STATION 12 / 35 FT STACK	10-4-90



- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 1

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00022800	0.00091300	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00006300	0.00057100	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00002500	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00014000	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00008900	0.00079900	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00011400	0.00102700	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00011400	0.00102700	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00002500	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00003800	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00002500	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00016500	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00002500	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00005100	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00001300	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00001300	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00001300	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 2

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00083300	0.00479499	0.00194100	0.00000000	0.00000000	0.00000000
22.500	0.00060200	0.00251100	0.00148400	0.00000000	0.00000000	0.00000000
45.000	0.00011700	0.00239700	0.00194100	0.00000000	0.00000000	0.00000000
67.500	0.00012800	0.00262600	0.00114200	0.00000000	0.00000000	0.00000000
90.000	0.00029800	0.00365299	0.00296800	0.00000000	0.00000000	0.00000000
112.500	0.00017300	0.00353899	0.00410999	0.00000000	0.00000000	0.00000000
135.000	0.00010600	0.00216900	0.00376699	0.00000000	0.00000000	0.00000000
157.500	0.00018700	0.00137000	0.00079900	0.00000000	0.00000000	0.00000000
180.000	0.00007300	0.00148400	0.00091300	0.00000000	0.00000000	0.00000000
202.500	0.00003900	0.00079900	0.00057100	0.00000000	0.00000000	0.00000000
225.000	0.00004500	0.00091300	0.00034200	0.00000000	0.00000000	0.00000000
247.500	0.00027900	0.00079900	0.00068500	0.00000000	0.00000000	0.00000000
270.000	0.00009500	0.00194100	0.00114200	0.00000000	0.00000000	0.00000000
292.500	0.00005600	0.00114200	0.00114200	0.00000000	0.00000000	0.00000000
315.000	0.00005600	0.00114200	0.00148400	0.00000000	0.00000000	0.00000000
337.500	0.00034000	0.00205500	0.00091300	0.00000000	0.00000000	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 3

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00039300	0.00479499	0.00776299	0.00262600	0.00034200	0.00000000
22.500	0.00032000	0.00239700	0.00331099	0.00057100	0.00000000	0.00000000
45.000	0.00054600	0.00365299	0.00399499	0.00011400	0.00000000	0.00000000
67.500	0.00027300	0.00182600	0.00319599	0.00011400	0.00000000	0.00000000
90.000	0.00015900	0.00194100	0.00616399	0.00102700	0.00011400	0.00000000
112.500	0.00037800	0.00159800	0.00696299	0.00388099	0.00011400	0.00000000
135.000	0.00037800	0.00159800	0.00799099	0.00331099	0.00000000	0.00000000
157.500	0.00006500	0.00079900	0.00536499	0.00182600	0.00000000	0.00000000
180.000	0.00032200	0.00091300	0.00970299	0.00490899	0.00000000	0.00000000
202.500	0.00018900	0.00079900	0.00399499	0.00034200	0.00000000	0.00000000
225.000	0.00019800	0.00091300	0.00331099	0.00022800	0.00000000	0.00000000
247.500	0.00018000	0.00068500	0.00251100	0.00091300	0.00000000	0.00000000
270.000	0.00005600	0.00068500	0.00388099	0.00068500	0.00000000	0.00000000
292.500	0.00021700	0.00114200	0.00182600	0.00057100	0.00000000	0.00000000
315.000	0.00007500	0.00091300	0.00331099	0.00011400	0.00000000	0.00000000
337.500	0.00013100	0.00159800	0.00513699	0.00057100	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 4

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00078000	0.00753399	0.02385796	0.02511396	0.00296800	0.00000000
22.500	0.00046300	0.00479499	0.00776299	0.00410999	0.00045700	0.00011400
45.000	0.00096700	0.00844699	0.01255698	0.00342499	0.00000000	0.00000000
67.500	0.00057700	0.00639299	0.01346998	0.00490899	0.00000000	0.00000000
90.000	0.00116300	0.00947499	0.02442896	0.01643797	0.00079900	0.00000000
112.500	0.00034900	0.00490899	0.02260296	0.02168897	0.00182600	0.00011400
135.000	0.00080600	0.00445199	0.01655297	0.01723697	0.00137000	0.00011400
157.500	0.00018700	0.00262600	0.01004598	0.00810499	0.00068500	0.00000000
180.000	0.00032500	0.00285400	0.01312798	0.01198598	0.00045700	0.00000000
202.500	0.00031700	0.00274000	0.00810499	0.00559399	0.00011400	0.00000000
225.000	0.00035800	0.00331099	0.00764799	0.00502299	0.00034200	0.00000000
247.500	0.00015400	0.00216900	0.00502299	0.00262600	0.00011400	0.00000000
270.000	0.00019500	0.00274000	0.00376699	0.00262600	0.00045700	0.00011400
292.500	0.00026800	0.00205500	0.00296800	0.00239700	0.00022800	0.00000000
315.000	0.00015400	0.00216900	0.00662099	0.00570799	0.00114200	0.00011400
337.500	0.00024300	0.00342499	0.01152998	0.02328796	0.00285400	0.00011400



- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 5

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00000000	0.01187198	0.01301398	0.00000000	0.00000000	0.00000000
22.500	0.00000000	0.00753399	0.00536499	0.00000000	0.00000000	0.00000000
45.000	0.00000000	0.00821899	0.00627899	0.00000000	0.00000000	0.00000000
67.500	0.00000000	0.00627899	0.00513699	0.00000000	0.00000000	0.00000000
90.000	0.00000000	0.00650699	0.00239700	0.00000000	0.00000000	0.00000000
112.500	0.00000000	0.00376699	0.00274000	0.00000000	0.00000000	0.00000000
135.000	0.00000000	0.00456599	0.00274000	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00308200	0.00251100	0.00000000	0.00000000	0.00000000
180.000	0.00000000	0.00422399	0.00376699	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00365299	0.00274000	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00582199	0.00365299	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00662099	0.00251100	0.00000000	0.00000000	0.00000000
270.000	0.00000000	0.00296800	0.00205500	0.00000000	0.00000000	0.00000000
292.500	0.00000000	0.00205500	0.00125600	0.00000000	0.00000000	0.00000000
315.000	0.00000000	0.00331099	0.00410999	0.00000000	0.00000000	0.00000000
337.500	0.00000000	0.00593599	0.01084498	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 6

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00813399	0.02260296	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00345199	0.01015998	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00401399	0.01267098	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00348699	0.00924699	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00221300	0.00525099	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00148700	0.00319599	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00114500	0.00353899	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00140200	0.00445199	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00217800	0.00616399	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00208200	0.00582199	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00290200	0.00924699	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00345499	0.00913199	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00286900	0.00913199	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00276100	0.00719199	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00497699	0.01141598	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00572399	0.01769397	0.00000000	0.00000000	0.00000000	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - VERTICAL POTENTIAL TEMPERATURE GRADIENT (DEGREES KELVIN/METER) -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
BILITY CATEGORY 10.	000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00
BILITY CATEGORY 20.	000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00
BILITY CATEGORY 30.	000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00
BILITY CATEGORY 40.	000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00	.000000E+00
BILITY CATEGORY 50.	200000E-010	.200000E-010	.200000E-010	.200000E-010	.200000E-010	.200000E-010
BILITY CATEGORY 60.	350000E-010	.350000E-010	.350000E-010	.350000E-010	.350000E-010	.350000E-010

## - WIND PROFILE POWER LAW EXPONENTS -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
BILITY CATEGORY 10.	700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010
BILITY CATEGORY 20.	700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010
BILITY CATEGORY 30.	100000E+000	.100000E+000	.100000E+000	.100000E+000	.100000E+000	.100000E+000
BILITY CATEGORY 40.	150000E+000	.150000E+000	.150000E+000	.150000E+000	.150000E+000	.150000E+000
BILITY CATEGORY 50.	350000E+000	.350000E+000	.350000E+000	.350000E+000	.350000E+000	.350000E+000
BILITY CATEGORY 60.	550000E+000	.550000E+000	.550000E+000	.550000E+000	.550000E+000	.550000E+000

- SOURCE INPUT DATA -

SOURCE NUMBER	SOURCE TYPE	X COORDINATE (M)	Y COORDINATE (M)	EMISSION HEIGHT (M)	BASE ELEVATION (M)
---------------	-------------	------------------	------------------	---------------------	--------------------

- SOURCE DETAILS DEPENDING ON TYPE -

1 STACK 0.00 0.00 10.67 0.00 GAS EXIT TEMP (DEG K)= 530.00, GAS EXIT VEL. (M/SEC)= 52.31,  
 STACK DIAMETER (M)= 0.640, HEIGHT OF ASSO. BLDG. (M)= -9.88, WIDTH OF ASSO. BLDG. (M)= 69.17, WAKE EFFECTS FLAG = 0

- DIRECTION SPECIFIC BUILDING DIMENSIONS -

TOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE
1	9.9,	69.2,	0	2	9.9,	69.2,	0	3	9.9,	69.2,	0	4	9.9,	69.2,	0
5	9.9,	69.2,	0	6	9.9,	69.2,	0	7	9.9,	69.2,	0	8	9.9,	69.2,	0
9	9.9,	69.2,	0	10	9.9,	69.2,	0	11	9.9,	69.2,	0	12	9.9,	69.2,	0
13	9.9,	69.2,	0	14	9.9,	69.2,	0	15	9.9,	69.2,	0	16	9.9,	69.2,	0

- SOURCE STRENGTHS ( GRAMS PER SEC ) -

SEASON 1 SEASON 2 SEASON 3 SEASON 4  
 2.22000E+00

WARNING - NW/HB > 5 FOR SOURCE 1 PROG. USES LATERAL VIRTUAL DIST. FOR UPPER BOUND OF CONCENTRATION (DEPOSITION) IN SECTOR(S):  
 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.  
 LOWER BOUND IS DESIRED SET THE DIRECTION SPECIFIC BUILDING HEIGHT TO < 0 (WAKE EFFECTS FLAG) AND RERUN.

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 \*\*

- GRID SYSTEM RECEPTORS -

- X AXIS (RANGE , METERS) -

XIS (AZIMUTH BEARING, DEGREES )	30.000	100.000	200.000	300.000	400.000	500.000	750.000	1000.000	1250.000
	- CONCENTRATION -								
360.000	0.040246	0.590988	0.511489	0.380291	0.399776	0.472092	0.476446	0.415931	0.351077
337.500	0.050543	0.371625	0.299408	0.220717	0.235509	0.286655	0.304976	0.275065	0.236379
315.000	0.119222	0.879849	0.689067	0.499735	0.512974	0.594770	0.589413	0.512620	0.431403
292.500	0.157917	1.070848	0.815313	0.580879	0.591596	0.690408	0.701227	0.618779	0.522962
270.000	0.070166	0.618942	0.493571	0.365819	0.396909	0.495786	0.559193	0.525670	0.462204
247.500	0.003953	0.157858	0.141804	0.113803	0.135782	0.187172	0.243249	0.250163	0.234474
225.000	0.002772	0.181595	0.164203	0.132709	0.151166	0.197339	0.249445	0.259744	0.247995
202.500	0.049895	0.264258	0.209524	0.160086	0.172627	0.211728	0.235643	0.226610	0.207621
180.000	0.227262	1.085237	0.786689	0.554745	0.583048	0.714892	0.782795	0.726658	0.642045
157.500	0.217213	0.836494	0.569176	0.388234	0.410160	0.509995	0.547783	0.493544	0.429337
135.000	0.094457	0.347527	0.239680	0.168957	0.174335	0.208058	0.218653	0.199817	0.176285
112.500	0.016572	0.167437	0.133505	0.098895	0.102391	0.120404	0.122990	0.110011	0.096151
90.000	0.048751	0.227617	0.182534	0.140848	0.151308	0.180252	0.177967	0.153414	0.130934
67.500	0.009642	0.151328	0.131754	0.100726	0.107347	0.128602	0.138265	0.131344	0.120777
45.000	0.025775	0.162676	0.136397	0.106443	0.123875	0.161835	0.187644	0.181698	0.166670
22.500	0.011808	0.164393	0.148077	0.116735	0.135516	0.175966	0.202658	0.192409	0.171861

- DISCRETE RECEPTORS -

X	Y	CONCENTRATION	X	Y	CONCENTRATION	X	Y	CONCENTRATION
RANGE	AZIMUTH BEARING		RANGE	AZIMUTH BEARING		RANGE	AZIMUTH BEARING	
(METERS)	(DEGREES)		(METERS)	(DEGREES)		(METERS)	(DEGREES)	

201.0	10.0	0.346091	210.0	20.0	0.183030	229.0	30.0	0.135305
241.0	40.0	0.126929	204.0	50.0	0.133319	180.0	60.0	0.138199
165.0	70.0	0.148741	158.0	80.0	0.175804	155.0	90.0	0.205392
158.0	100.0	0.178543	165.0	110.0	0.153190	180.0	120.0	0.179125
204.0	130.0	0.212470	241.0	140.0	0.270877	311.0	150.0	0.304664
287.0	160.0	0.422159	271.0	170.0	0.547257	268.0	180.0	0.607365
271.0	190.0	0.426010	146.0	200.0	0.317492	158.0	210.0	0.213515
177.0	220.0	0.181650	180.0	230.0	0.164217	158.0	240.0	0.158988
146.0	250.0	0.199377	140.0	260.0	0.387818	137.0	270.0	0.585114
140.0	280.0	0.752871	146.0	290.0	0.924400	158.0	300.0	0.877490
183.0	310.0	0.751925	216.0	320.0	0.573177	229.0	330.0	0.392472
180.0	340.0	0.339568	201.0	350.0	0.412811	198.0	360.0	0.514234

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 (CONT.) \*\*

- 10 CONTRIBUTING VALUES TO PROGRAM DETERMINED MAXIMUM 10 OF ALL SOURCES COMBINED -

X COORDINATE RANGE (METERS)	Y COORDINATE AZIMUTH BEARING (DEGREES)	CONCENTRATION
100.00	180.00	1.085237
100.00	292.50	1.070848
146.00	290.00	0.924400
100.00	315.00	0.879849
158.00	300.00	0.877490
100.00	157.50	0.836494
200.00	292.50	0.815313
200.00	180.00	0.786689
750.00	180.00	0.782795
140.00	280.00	0.752871

\*\*\*\*\* END OF ISCLT PROGRAM, 1 SOURCES PROCESSED \*\*\*\*\*

\*\*\*\*\*  
\*\*\* RUN TIME STATISTICS \*\*\*

ENDING HOUR,MINUTE,SECOND - - - - - : 09:15:01  
ENDING MONTH,DAY,YEAR - - - - - : 10/04/90

NG HOUR,MINUTE,SECOND - - - - - : 09:16:13  
NG MONTH,DAY,YEAR - - - - - : 10/04/90

.L CPU SECONDS - - - - - : 72.

\*\*\*\*\*

ISCLTK6L MODEL, A VERSION OF  
ISCLT (VERSION 90008)  
AN AIR QUALITY DISPERSION MODEL IN  
SECTION 1. GUIDELINE MODELS.  
IN UNAMAP (VERSION 6) JAN 1990.  
SOURCE: FILE 7 ON UNAMAP MAGNETIC TAPE FROM NTIS.

CONVERTED BY :  
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GAINESVILLE, FLORIDA  
(904)331-9000

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CARD INPUT FILE IS	ER12LT83.180	
SUMMARY OUTPUT FILE IS	ER12LT83.080	
TITLE OF RUN IS	1983 ENRON STATION 12 / 35 FT STACK	10-4-90



- ISCLT INPUT DATA (CONT.) -

NUMBER OF SOURCES = 1  
 NUMBER OF X AXIS GRID SYSTEM POINTS = 9  
 NUMBER OF Y AXIS GRID SYSTEM POINTS = 16  
 NUMBER OF SPECIAL POINTS = 36  
 NUMBER OF SEASONS = 1  
 NUMBER OF WIND SPEED CLASSES = 6  
 NUMBER OF STABILITY CLASSES = 6  
 NUMBER OF WIND DIRECTION CLASSES = 16  
 FILE NUMBER OF DATA FILE USED FOR REPORTS = 1  
 THE PROGRAM IS RUN IN RURAL MODE  
 CONCENTRATION (DEPOSITION) UNITS CONVERSION FACTOR =0.10000000E+07  
 ACCELERATION OF GRAVITY (METERS/SEC\*\*2) = 9.800  
 HEIGHT OF MEASUREMENT OF WIND SPEED (METERS) = 6.710  
 CORRECTION ANGLE FOR GRID SYSTEM VERSUS DIRECTION DATA NORTH (DEGREES) = 0.000  
 DECAY COEFFICIENT =0.00000000E+00  
 PROGRAM OPTION SWITCHES = 1, 2, 2, 0, 0, 3, 2, 1, 3, 2, 2, 0, 0, 0, 0, 0, 0, 1, 0, 1, 0, 0, 0, 1, 0,

RANGE X AXIS GRID SYSTEM POINTS (METERS )=	30.00,	100.00,	200.00,	300.00,	400.00,	500.00,						
	750.00,	1000.00,	1250.00,									
RANGE X SPECIAL DISCRETE POINTS (METERS )=	201.00,	210.00,	229.00,	241.00,	204.00,	180.00,						
	165.00,	158.00,	155.00,	158.00,	165.00,	180.00,	204.00,	241.00,	311.00,	287.00,		
	271.00,	268.00,	271.00,	146.00,	158.00,	177.00,	180.00,	158.00,	146.00,	140.00,		
	137.00,	140.00,	146.00,	158.00,	183.00,	216.00,	229.00,	180.00,	201.00,	198.00,		
MUTH BEARING Y AXIS GRID SYSTEM POINTS (DEGREES)=	22.50,	45.00,	67.50,	90.00,	112.50,	135.00,						
	157.50,	180.00,	202.50,	225.00,	247.50,	270.00,	292.50,	315.00,	337.50,	360.00,		
MUTH BEARING Y SPECIAL DISCRETE POINTS (DEGREES)=	10.00,	20.00,	30.00,	40.00,	50.00,	60.00,						
	70.00,	80.00,	90.00,	100.00,	110.00,	120.00,	130.00,	140.00,	150.00,	160.00,		
	170.00,	180.00,	190.00,	200.00,	210.00,	220.00,	230.00,	240.00,	250.00,	260.00,		
	270.00,	280.00,	290.00,	300.00,	310.00,	320.00,	330.00,	340.00,	350.00,	360.00,		

- AMBIENT AIR TEMPERATURE (DEGREES KELVIN) -

	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
SEASON 1	298.0000	298.0000	298.0000	293.0000	288.0000	288.0000

- MIXING LAYER HEIGHT (METERS) -

	SEASON 1					
	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
ILITY CATEGORY 10.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.
ILITY CATEGORY 20.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
ILITY CATEGORY 30.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
ILITY CATEGORY 40.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
ILITY CATEGORY 50.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.
ILITY CATEGORY 60.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 1

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00023800	0.00068500	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00019300	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00027300	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00019300	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00023800	0.00068500	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00015800	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00027700	0.00079901	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00011900	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00007900	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00007900	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00004000	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00007900	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00038700	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00004000	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00004000	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00007900	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 2

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00077901	0.00536504	0.00353902	0.00000000	0.00000000	0.00000000
22.500	0.00032400	0.00262602	0.00102701	0.00000000	0.00000000	0.00000000
45.000	0.00059600	0.00296802	0.00182601	0.00000000	0.00000000	0.00000000
67.500	0.00035900	0.00308202	0.00125601	0.00000000	0.00000000	0.00000000
90.000	0.00033200	0.00274002	0.00411003	0.00000000	0.00000000	0.00000000
112.500	0.00080501	0.00570804	0.00536504	0.00000000	0.00000000	0.00000000
135.000	0.00035900	0.00308202	0.00433803	0.00000000	0.00000000	0.00000000
157.500	0.00026300	0.00182601	0.00433803	0.00000000	0.00000000	0.00000000
180.000	0.00008700	0.00114201	0.00239702	0.00000000	0.00000000	0.00000000
202.500	0.00001700	0.00022800	0.00102701	0.00000000	0.00000000	0.00000000
225.000	0.00015800	0.00045700	0.00057100	0.00000000	0.00000000	0.00000000
247.500	0.00016700	0.00057100	0.00057100	0.00000000	0.00000000	0.00000000
270.000	0.00007900	0.00102701	0.00125601	0.00000000	0.00000000	0.00000000
292.500	0.00006100	0.00079901	0.00079901	0.00000000	0.00000000	0.00000000
315.000	0.00042000	0.00228302	0.00159801	0.00000000	0.00000000	0.00000000
337.500	0.00021800	0.00285402	0.00262602	0.00000000	0.00000000	0.00000000

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 3

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00038100	0.00627904	0.00844706	0.00045700	0.00000000	0.00000000
22.500	0.00033600	0.00353902	0.00319602	0.00011400	0.00000000	0.00000000
45.000	0.00041200	0.00479503	0.00513704	0.00022800	0.00000000	0.00000000
67.500	0.00030800	0.00308202	0.00308202	0.00000000	0.00000000	0.00000000
90.000	0.00015200	0.00251102	0.00559404	0.00045700	0.00000000	0.00000000
112.500	0.00011100	0.00182601	0.00593604	0.00148401	0.00000000	0.00000000
135.000	0.00021500	0.00353902	0.00879006	0.00137001	0.00022800	0.00000000
157.500	0.00012500	0.00205501	0.00662105	0.00239702	0.00000000	0.00000000
180.000	0.00027400	0.00251102	0.01232909	0.00342502	0.00000000	0.00000000
202.500	0.00006900	0.00114201	0.00433803	0.00068500	0.00000000	0.00000000
225.000	0.00005500	0.00091301	0.00388103	0.00022800	0.00011400	0.00000000
247.500	0.00004800	0.00079901	0.00228302	0.00068500	0.00011400	0.00011400
270.000	0.00006200	0.00102701	0.00365303	0.00034200	0.00000000	0.00000000
292.500	0.00008300	0.00137001	0.00399503	0.00045700	0.00000000	0.00000000
315.000	0.00030500	0.00102701	0.00525104	0.00114201	0.00000000	0.00000000
337.500	0.00014500	0.00239702	0.00605004	0.00125601	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 4

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00119801	0.01164408	0.01495410	0.01221508	0.00125601	0.00011400
22.500	0.00102601	0.00684905	0.00764805	0.00194101	0.00011400	0.00000000
45.000	0.00097701	0.01198608	0.00901806	0.00388103	0.00011400	0.00011400
67.500	0.00060900	0.00993207	0.01164408	0.00216901	0.00011400	0.00000000
90.000	0.00088601	0.01050207	0.01529711	0.01187208	0.00079901	0.00011400
112.500	0.00028700	0.00468003	0.01038807	0.01141608	0.00182601	0.00045700
135.000	0.00043100	0.00308202	0.01038807	0.01312809	0.00125601	0.00034200
157.500	0.00032400	0.00331102	0.00742005	0.00764805	0.00079901	0.00034200
180.000	0.00045700	0.00547904	0.01175808	0.00787705	0.00057100	0.00011400
202.500	0.00019800	0.00125601	0.00399503	0.00593604	0.00068500	0.00000000
225.000	0.00008400	0.00137001	0.00468003	0.00388103	0.00091301	0.00011400
247.500	0.00007700	0.00125601	0.00547904	0.00490903	0.00125601	0.00022800
270.000	0.00026800	0.00239702	0.00673505	0.00422403	0.00034200	0.00034200
292.500	0.00033100	0.00342502	0.00433803	0.00468003	0.00068500	0.00000000
315.000	0.00048000	0.00388103	0.00958907	0.01004607	0.00057100	0.00022800
337.500	0.00092801	0.00525104	0.01050207	0.01221508	0.00148401	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 5

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00000000	0.01312809	0.00593604	0.00000000	0.00000000	0.00000000
22.500	0.00000000	0.00559404	0.00159801	0.00000000	0.00000000	0.00000000
45.000	0.00000000	0.00947507	0.00171201	0.00000000	0.00000000	0.00000000
67.500	0.00000000	0.00901806	0.00102701	0.00000000	0.00000000	0.00000000
90.000	0.00000000	0.00833306	0.00159801	0.00000000	0.00000000	0.00000000
112.500	0.00000000	0.00319602	0.00125601	0.00000000	0.00000000	0.00000000
135.000	0.00000000	0.00513704	0.00194101	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00513704	0.00057100	0.00000000	0.00000000	0.00000000
180.000	0.00000000	0.00365303	0.00228302	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00205501	0.00182601	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00376703	0.00399503	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00582204	0.00502303	0.00000000	0.00000000	0.00000000
270.000	0.00000000	0.00650705	0.00251102	0.00000000	0.00000000	0.00000000
292.500	0.00000000	0.00296802	0.00194101	0.00000000	0.00000000	0.00000000
315.000	0.00000000	0.00422403	0.00433803	0.00000000	0.00000000	0.00000000
337.500	0.00000000	0.00502303	0.00593604	0.00000000	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 6

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.01464210	0.02659819	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00806106	0.01232909	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.01044907	0.01392710	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00678205	0.01038807	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00456403	0.00570804	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00190901	0.00422403	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00318402	0.00570804	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00284202	0.00605004	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00256802	0.00525104	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00193501	0.00251102	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00308002	0.00719205	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00452503	0.01095908	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00599304	0.01255709	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00392803	0.00787705	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00676005	0.01255709	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.01147408	0.02317416	0.00000000	0.00000000	0.00000000	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - VERTICAL POTENTIAL TEMPERATURE GRADIENT (DEGREES KELVIN/METER) -

	WIND SPEED CATEGORY 1	WIND SPEED CATEGORY 2	WIND SPEED CATEGORY 3	WIND SPEED CATEGORY 4	WIND SPEED CATEGORY 5	WIND SPEED CATEGORY 6
ABILITY CATEGORY 10.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.
ABILITY CATEGORY 20.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.
ABILITY CATEGORY 30.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.
ABILITY CATEGORY 40.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.	0.000000E+000.
ABILITY CATEGORY 50.	0.200000E-010.	0.200000E-010.	0.200000E-010.	0.200000E-010.	0.200000E-010.	0.200000E-010.
ABILITY CATEGORY 60.	0.350000E-010.	0.350000E-010.	0.350000E-010.	0.350000E-010.	0.350000E-010.	0.350000E-010.

## - WIND PROFILE POWER LAW EXPONENTS -

	WIND SPEED CATEGORY 1	WIND SPEED CATEGORY 2	WIND SPEED CATEGORY 3	WIND SPEED CATEGORY 4	WIND SPEED CATEGORY 5	WIND SPEED CATEGORY 6
ABILITY CATEGORY 10.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.
ABILITY CATEGORY 20.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.	0.700000E-010.
ABILITY CATEGORY 30.	0.100000E+000.	0.100000E+000.	0.100000E+000.	0.100000E+000.	0.100000E+000.	0.100000E+000.
ABILITY CATEGORY 40.	0.150000E+000.	0.150000E+000.	0.150000E+000.	0.150000E+000.	0.150000E+000.	0.150000E+000.
ABILITY CATEGORY 50.	0.350000E+000.	0.350000E+000.	0.350000E+000.	0.350000E+000.	0.350000E+000.	0.350000E+000.
ABILITY CATEGORY 60.	0.550000E+000.	0.550000E+000.	0.550000E+000.	0.550000E+000.	0.550000E+000.	0.550000E+000.

- SOURCE INPUT DATA -

SOURCE NUMBER	SOURCE TYPE	X COORDINATE (M)	Y COORDINATE (M)	EMISSION HEIGHT (M)	BASE ELEVATION (M)
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- SOURCE DETAILS DEPENDING ON TYPE -

1 STACK 0.00 0.00 10.67 0.00 GAS EXIT TEMP (DEG K)= 530.00, GAS EXIT VEL. (M/SEC)= 52.31, STACK DIAMETER (M)= 0.640, HEIGHT OF ASSO. BLDG. (M)= -9.88, WIDTH OF ASSO. BLDG. (M)= 69.17, WAKE EFFECTS FLAG = 0

- DIRECTION SPECIFIC BUILDING DIMENSIONS -

TOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE
1	9.9,	69.2,	0	2	9.9,	69.2,	0	3	9.9,	69.2,	0	4	9.9,	69.2,	0
5	9.9,	69.2,	0	6	9.9,	69.2,	0	7	9.9,	69.2,	0	8	9.9,	69.2,	0
9	9.9,	69.2,	0	10	9.9,	69.2,	0	11	9.9,	69.2,	0	12	9.9,	69.2,	0
13	9.9,	69.2,	0	14	9.9,	69.2,	0	15	9.9,	69.2,	0	16	9.9,	69.2,	0

- SOURCE STRENGTHS ( GRAMS PER SEC ) -

SEASON 1 SEASON 2 SEASON 3 SEASON 4  
2.22000E+00

WINDING - HW/HB > 5 FOR SOURCE 1 PROG. USES LATERAL VIRTUAL DIST. FOR UPPER BOUND OF CONCENTRATION (DEPOSITION) IN SECTOR(S): 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.  
LOWER BOUND IS DESIRED SET THE DIRECTION SPECIFIC BUILDING HEIGHT TO < 0 (WAKE EFFECTS FLAG) AND RERUN.

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 \*\*

- GRID SYSTEM RECEPTORS -  
 - X AXIS (RANGE , METERS) -

(IS (AZIMUTH BEARING, DEGREES )	30.000	100.000	200.000	300.000	400.000	500.000	750.000	1000.000	1250.000
360.000	0.061122	0.564343	0.485391	0.369201	0.390673	0.459235	0.459425	0.399561	0.336459
337.500	0.109910	0.666752	0.513343	0.371637	0.368645	0.410913	0.382104	0.319272	0.263585
315.000	0.154959	0.789638	0.601856	0.440678	0.457368	0.535903	0.528158	0.451070	0.374928
292.500	0.195323	0.879440	0.632325	0.451108	0.454734	0.525781	0.511624	0.431335	0.354358
270.000	0.077738	0.580949	0.452410	0.334597	0.353409	0.424842	0.448276	0.409041	0.358156
247.500	0.008961	0.127593	0.113064	0.094028	0.113485	0.158749	0.212294	0.221331	0.210412
225.000	0.027838	0.222331	0.194778	0.157682	0.181441	0.236064	0.278524	0.271662	0.251016
202.500	0.008819	0.117204	0.105805	0.088294	0.106324	0.146403	0.187351	0.188963	0.176249
180.000	0.106997	0.615301	0.479469	0.362636	0.398702	0.500686	0.554863	0.515891	0.459890
157.500	0.104303	0.610744	0.455793	0.328219	0.344200	0.415452	0.433158	0.387376	0.336523
135.000	0.079486	0.431678	0.335481	0.245182	0.262755	0.323438	0.345856	0.312046	0.270957
112.500	0.047338	0.238554	0.182544	0.135043	0.146241	0.179254	0.188659	0.169189	0.147383
90.000	0.077475	0.260393	0.195863	0.145459	0.155740	0.189703	0.199731	0.183133	0.163373
67.500	0.141206	0.374415	0.242302	0.162808	0.158450	0.180349	0.183798	0.170428	0.154149
45.000	0.084541	0.259062	0.180630	0.129182	0.135723	0.163261	0.172303	0.158235	0.140404
22.500	0.048419	0.285415	0.222203	0.163429	0.173751	0.206923	0.206740	0.178476	0.150127

- DISCRETE RECEPTORS -

X GE TERS) (DEGREES)	Y AZIMUTH BEARING	CONCENTRATION	X RANGE (METERS)	Y AZIMUTH BEARING	CONCENTRATION	X RANGE (METERS)	Y AZIMUTH BEARING	CONCENTRATION
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201.0	10.0	0.364447	210.0	20.0	0.243113	229.0	30.0	0.190689
241.0	40.0	0.165795	204.0	50.0	0.191013	180.0	60.0	0.239207
165.0	70.0	0.273841	158.0	80.0	0.251150	155.0	90.0	0.224952
158.0	100.0	0.213415	165.0	110.0	0.203168	180.0	120.0	0.245269
204.0	130.0	0.296890	241.0	140.0	0.320274	311.0	150.0	0.290920
287.0	160.0	0.343150	271.0	170.0	0.384800	268.0	180.0	0.390808
271.0	190.0	0.263260	146.0	200.0	0.162109	158.0	210.0	0.143881
177.0	220.0	0.181936	180.0	230.0	0.182603	158.0	240.0	0.149486
146.0	250.0	0.167069	140.0	260.0	0.351082	137.0	270.0	0.543091
140.0	280.0	0.641196	146.0	290.0	0.739882	158.0	300.0	0.713969
183.0	310.0	0.639990	216.0	320.0	0.553052	229.0	330.0	0.494553
180.0	340.0	0.542624	201.0	350.0	0.492723	198.0	360.0	0.487901

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 (CONT.) \*\*

- 10 CONTRIBUTING VALUES TO PROGRAM DETERMINED MAXIMUM 10 OF ALL SOURCES COMBINED -

X COORDINATE RANGE (METERS)	Y COORDINATE AZIMUTH BEARING (DEGREES)	CONCENTRATION
100.00	292.50	0.879440
100.00	315.00	0.789638
146.00	290.00	0.739882
158.00	300.00	0.713969
100.00	337.50	0.666752
140.00	280.00	0.641196
183.00	310.00	0.639990
200.00	292.50	0.632325
100.00	180.00	0.615301
100.00	157.50	0.610744



>\*\*\*\*\* END OF ISCLT PROGRAM, 1 SOURCES PROCESSED \*\*\*\*\*

\*\*\*\*\*  
\*\*\* RUN TIME STATISTICS \*\*\*

STARTING HOUR,MINUTE,SECOND - - - - - : 09:16:13  
STARTING MONTH,DAY,YEAR - - - - - : 10/04/90

ENDING HOUR,MINUTE,SECOND - - - - - : 09:17:26  
ENDING MONTH,DAY,YEAR - - - - - : 10/04/90

TOTAL CPU SECONDS - - - - - : 73.

ISCLTK6L MODEL, A VERSION OF  
ISCLT (VERSION 90008)  
AN AIR QUALITY DISPERSION MODEL IN  
SECTION 1. GUIDELINE MODELS.  
IN UNAMAP (VERSION 6) JAN 1990.  
SOURCE: FILE 7 ON UNAMAP MAGNETIC TAPE FROM NTIS.

CONVERTED BY :  
KBN ENGINEERING AND APPLIED SCIENCES, INC.  
GAINESVILLE, FLORIDA  
(904)331-9000

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CARD INPUT FILE IS	ER12LT84.I80	
SUMMARY OUTPUT FILE IS	ER12LT84.O80	
TITLE OF RUN IS	1984 ENRON STATION 12 / 35 FT STACK	10-4-90

- ISCLT INPUT DATA (CONT.) -

NUMBER OF SOURCES = 1  
 NUMBER OF X AXIS GRID SYSTEM POINTS = 9  
 NUMBER OF Y AXIS GRID SYSTEM POINTS = 16  
 NUMBER OF SPECIAL POINTS = 36  
 NUMBER OF SEASONS = 1  
 NUMBER OF WIND SPEED CLASSES = 6  
 NUMBER OF STABILITY CLASSES = 6  
 NUMBER OF WIND DIRECTION CLASSES = 16  
 FILE NUMBER OF DATA FILE USED FOR REPORTS = 1  
 THE PROGRAM IS RUN IN RURAL MODE  
 CONCENTRATION (DEPOSITION) UNITS CONVERSION FACTOR = 0.10000000E+07  
 ACCELERATION OF GRAVITY (METERS/SEC\*\*2) = 9.800  
 HEIGHT OF MEASUREMENT OF WIND SPEED (METERS) = 6.710  
 CORRECTION ANGLE FOR GRID SYSTEM VERSUS DIRECTION DATA NORTH (DEGREES) = 0.000  
 DECAY COEFFICIENT = 0.00000000E+00  
 PROGRAM OPTION SWITCHES = 1, 2, 2, 0, 0, 3, 2, 1, 3, 2, 2, 0, 0, 0, 0, 0, 0, 1, 0, 1, 0, 0, 0, 1, 0,

RANGE X AXIS GRID SYSTEM POINTS (METERS) =	30.00,	100.00,	200.00,	300.00,	400.00,	500.00,					
	750.00,	1000.00,	1250.00,								
RANGE X SPECIAL DISCRETE POINTS (METERS) =	201.00,	210.00,	229.00,	241.00,	204.00,	180.00,					
	165.00,	158.00,	155.00,	158.00,	165.00,	180.00,	204.00,	241.00,	311.00,	287.00,	
	271.00,	268.00,	271.00,	146.00,	158.00,	177.00,	180.00,	158.00,	146.00,	140.00,	
	137.00,	140.00,	146.00,	158.00,	183.00,	216.00,	229.00,	180.00,	201.00,	198.00,	
MUTH BEARING Y AXIS GRID SYSTEM POINTS (DEGREES) =	22.50,	45.00,	67.50,	90.00,	112.50,	135.00,					
	157.50,	180.00,	202.50,	225.00,	247.50,	270.00,	292.50,	315.00,	337.50,	360.00,	
MUTH BEARING Y SPECIAL DISCRETE POINTS (DEGREES) =	10.00,	20.00,	30.00,	40.00,	50.00,	60.00,					
	70.00,	80.00,	90.00,	100.00,	110.00,	120.00,	130.00,	140.00,	150.00,	160.00,	
	170.00,	180.00,	190.00,	200.00,	210.00,	220.00,	230.00,	240.00,	250.00,	260.00,	
	270.00,	280.00,	290.00,	300.00,	310.00,	320.00,	330.00,	340.00,	350.00,	360.00,	

- AMBIENT AIR TEMPERATURE (DEGREES KELVIN) -

	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
SEASON 1	298.0000	298.0000	298.0000	293.0000	288.0000	288.0000

- MIXING LAYER HEIGHT (METERS) -

	SEASON 1					
	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
STABILITY CATEGORY 10	1.165300E+040.	1.165300E+040.	1.165300E+040.	1.165300E+040.	1.165300E+040.	1.165300E+040.
STABILITY CATEGORY 20	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.
STABILITY CATEGORY 30	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.
STABILITY CATEGORY 40	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.	1.110200E+040.
STABILITY CATEGORY 50	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.
STABILITY CATEGORY 60	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.	1.100000E+050.

## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 1

DIRECTION (DEGREES)	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1 ( 1.500MPS)	CATEGORY 2 ( 2.500MPS)	CATEGORY 3 ( 4.300MPS)	CATEGORY 4 ( 6.800MPS)	CATEGORY 5 ( 9.500MPS)	CATEGORY 6 (12.500MPS)
0.000	0.00044000	0.00068300	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00004700	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00004700	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00025400	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00014000	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00014000	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00018600	0.00045500	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00009300	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00023300	0.00056900	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00014000	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00009300	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00004700	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00009300	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00009300	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00014000	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00009300	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 2

DIRECTION (DEGREES)	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1 ( 1.500MPS)	CATEGORY 2 ( 2.500MPS)	CATEGORY 3 ( 4.300MPS)	CATEGORY 4 ( 6.800MPS)	CATEGORY 5 ( 9.500MPS)	CATEGORY 6 (12.500MPS)
0.000	0.00054300	0.00409799	0.00239099	0.00000000	0.00000000	0.00000000
22.500	0.00058500	0.00204899	0.00091100	0.00000000	0.00000000	0.00000000
45.000	0.00018500	0.00182099	0.00113800	0.00000000	0.00000000	0.00000000
67.500	0.00024300	0.00239099	0.00159400	0.00000000	0.00000000	0.00000000
90.000	0.00024300	0.00239099	0.00261799	0.00000000	0.00000000	0.00000000
112.500	0.00032200	0.00193499	0.00364299	0.00000000	0.00000000	0.00000000
135.000	0.00039200	0.00261799	0.00284599	0.00000000	0.00000000	0.00000000
157.500	0.00018500	0.00182099	0.00216299	0.00000000	0.00000000	0.00000000
180.000	0.00046000	0.00204899	0.00387099	0.00000000	0.00000000	0.00000000
202.500	0.00007000	0.00068300	0.00034200	0.00000000	0.00000000	0.00000000
225.000	0.00044600	0.00068300	0.00102500	0.00000000	0.00000000	0.00000000
247.500	0.00019500	0.00068300	0.00045500	0.00000000	0.00000000	0.00000000
270.000	0.00030900	0.00056900	0.00068300	0.00000000	0.00000000	0.00000000
292.500	0.00011600	0.00113800	0.00113800	0.00000000	0.00000000	0.00000000
315.000	0.00073400	0.00227699	0.00068300	0.00000000	0.00000000	0.00000000
337.500	0.00043600	0.00182099	0.00148000	0.00000000	0.00000000	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 3

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00034300	0.00330099	0.01081497	0.00170799	0.00011400	0.00000000
22.500	0.00031500	0.00182099	0.00307399	0.00045500	0.00000000	0.00000000
45.000	0.00051200	0.00250499	0.00375699	0.00034200	0.00000000	0.00000000
67.500	0.00028400	0.00273199	0.00364299	0.00011400	0.00000000	0.00000000
90.000	0.00033900	0.00204899	0.00546398	0.00113800	0.00000000	0.00000000
112.500	0.00013000	0.00125200	0.00694398	0.00352899	0.00000000	0.00000000
135.000	0.00014200	0.00136600	0.00774098	0.00375699	0.00000000	0.00000000
157.500	0.00009500	0.00091100	0.00796898	0.00250499	0.00000000	0.00000000
180.000	0.00022000	0.00091100	0.01149796	0.00591998	0.00000000	0.00000000
202.500	0.00005900	0.00056900	0.00330099	0.00148000	0.00000000	0.00000000
225.000	0.00010600	0.00102500	0.00273199	0.00045500	0.00000000	0.00000000
247.500	0.00005900	0.00056900	0.00159400	0.00022800	0.00000000	0.00000000
270.000	0.00013000	0.00125200	0.00239099	0.00091100	0.00000000	0.00000000
292.500	0.00015400	0.00148000	0.00295999	0.00045500	0.00000000	0.00000000
315.000	0.00016600	0.00159400	0.00284599	0.00136600	0.00000000	0.00000000
337.500	0.00047600	0.00216299	0.00580598	0.00079700	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 4

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00149500	0.00990397	0.01810094	0.01832894	0.00034200	0.00000000
22.500	0.00065100	0.00648898	0.00922097	0.00307399	0.00000000	0.00000000
45.000	0.00067400	0.00671698	0.01001797	0.00148000	0.00000000	0.00000000
67.500	0.00071900	0.00466799	0.01070097	0.00125200	0.00000000	0.00000000
90.000	0.00116300	0.00535098	0.01730395	0.00853797	0.00011400	0.00000000
112.500	0.00049100	0.00364299	0.01468595	0.01855594	0.00125200	0.00000000
135.000	0.00021700	0.00216299	0.01479995	0.01923994	0.00079700	0.00034200
157.500	0.00022900	0.00227699	0.01388896	0.01639295	0.00000000	0.00022800
180.000	0.00075200	0.00250499	0.01616595	0.02174393	0.00091100	0.00000000
202.500	0.00012600	0.00125200	0.00739998	0.00774098	0.00022800	0.00011400
225.000	0.00029700	0.00295999	0.00739998	0.00717198	0.00079700	0.00011400
247.500	0.00031900	0.00193499	0.00591998	0.00466799	0.00045500	0.00000000
270.000	0.00047900	0.00227699	0.00478098	0.00455399	0.00022800	0.00000000
292.500	0.00024000	0.00239099	0.00295999	0.00591998	0.00113800	0.00022800
315.000	0.00025100	0.00250499	0.00387099	0.00819698	0.00159400	0.00022800
337.500	0.00054800	0.00421199	0.00819698	0.01650695	0.00193499	0.00000000

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 5

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00000000	0.00910697	0.01388896	0.00000000	0.00000000	0.00000000
22.500	0.00000000	0.00466799	0.00295999	0.00000000	0.00000000	0.00000000
45.000	0.00000000	0.00694398	0.00375699	0.00000000	0.00000000	0.00000000
67.500	0.00000000	0.00455399	0.00512298	0.00000000	0.00000000	0.00000000
90.000	0.00000000	0.00432599	0.00569198	0.00000000	0.00000000	0.00000000
112.500	0.00000000	0.00421199	0.00341499	0.00000000	0.00000000	0.00000000
135.000	0.00000000	0.00352899	0.00569198	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00421199	0.00535098	0.00000000	0.00000000	0.00000000
180.000	0.00000000	0.00535098	0.00626098	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00273199	0.00330099	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00421199	0.00489498	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00330099	0.00455399	0.00000000	0.00000000	0.00000000
270.000	0.00000000	0.00307399	0.00375699	0.00000000	0.00000000	0.00000000
292.500	0.00000000	0.00216299	0.00409799	0.00000000	0.00000000	0.00000000
315.000	0.00000000	0.00341499	0.00295999	0.00000000	0.00000000	0.00000000
337.500	0.00000000	0.00637498	0.00887997	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 6

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.01114097	0.02902991	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00517398	0.01331996	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00566698	0.01343396	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00355099	0.00842397	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00287299	0.00546398	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00185199	0.00375699	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00234099	0.00614798	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00226599	0.00591998	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00234099	0.00614798	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00234299	0.00523698	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00332399	0.00819698	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00430599	0.01070097	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00483599	0.01138396	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00309799	0.00705798	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00453399	0.01047397	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00751998	0.01627995	0.00000000	0.00000000	0.00000000	0.00000000

- ISCLT INPUT DATA (CONT.) -

- VERTICAL POTENTIAL TEMPERATURE GRADIENT (DEGREES KELVIN/METER) -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
ILITY CATEGORY 10.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 20.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 30.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 40.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 50.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.
ILITY CATEGORY 60.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.

- WIND PROFILE POWER LAW EXPONENTS -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
ILITY CATEGORY 10.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.
ILITY CATEGORY 20.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.
ILITY CATEGORY 30.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.
ILITY CATEGORY 40.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.
ILITY CATEGORY 50.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.
ILITY CATEGORY 60.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.



## - SOURCE INPUT DATA -

SOURCE NUMBER	SOURCE TYPE	X COORDINATE (M)	Y COORDINATE (M)	EMISSION HEIGHT (M)	BASE ELEVATION (M)
1	STACK	0.00	0.00	10.67	0.00

- SOURCE DETAILS DEPENDING ON TYPE -

1 STACK 0.00 0.00 10.67 0.00 GAS EXIT TEMP (DEG K)= 530.00, GAS EXIT VEL. (M/SEC)= 52.31,  
 STACK DIAMETER (M)= 0.640, HEIGHT OF ASSO. BLDG. (M)= -9.88, WIDTH OF  
 ASSO. BLDG. (M)= 69.17, WAKE EFFECTS FLAG = 0

## - DIRECTION SPECIFIC BUILDING DIMENSIONS -

SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE
1	9.9	69.2	0	2	9.9	69.2	0	3	9.9	69.2	0	4	9.9	69.2	0
5	9.9	69.2	0	6	9.9	69.2	0	7	9.9	69.2	0	8	9.9	69.2	0
9	9.9	69.2	0	10	9.9	69.2	0	11	9.9	69.2	0	12	9.9	69.2	0
13	9.9	69.2	0	14	9.9	69.2	0	15	9.9	69.2	0	16	9.9	69.2	0

- SOURCE STRENGTHS ( GRAMS PER SEC ) -  
 SEASON 1 SEASON 2 SEASON 3 SEASON 4  
 2.22000E+00

WARNING - HW/HB > 5 FOR SOURCE 1 PROG. USES LATERAL VIRTUAL DIST. FOR UPPER BOUND OF CONCENTRATION (DEPOSITION) IN SECTOR(S):  
 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.  
 LOWER BOUND IS DESIRED SET THE DIRECTION SPECIFIC BUILDING HEIGHT TO < 0 (WAKE EFFECTS FLAG) AND RERUN.

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 \*\*

- GRID SYSTEM RECEPTORS -

- X AXIS (RANGE , METERS) -

	30.000	100.000	200.000	300.000	400.000	500.000	750.000	1000.000	1250.000
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AXIS (AZIMUTH BEARING, DEGREES )

- CONCENTRATION -

360.000	0.077175	1.033739	0.850601	0.619383	0.638425	0.741117	0.722926	0.616441	0.512854
337.500	0.048801	0.576625	0.488275	0.362589	0.390258	0.477147	0.500059	0.443089	0.376789
315.000	0.119490	0.845947	0.668129	0.481268	0.498864	0.590253	0.596901	0.519596	0.436772
292.500	0.095432	0.870353	0.677476	0.483073	0.493126	0.574469	0.572550	0.496307	0.416483
270.000	0.014435	0.376382	0.322827	0.246109	0.267476	0.332116	0.378168	0.363146	0.324671
247.500	0.001040	0.125844	0.119512	0.101240	0.118698	0.157676	0.199552	0.205661	0.192939
225.000	0.001300	0.115708	0.111469	0.093100	0.108323	0.143437	0.184421	0.193306	0.185581
202.500	0.002609	0.133332	0.122777	0.098797	0.114488	0.152420	0.192095	0.194878	0.182289
180.000	0.042922	0.606487	0.526448	0.405325	0.458473	0.584069	0.642918	0.594411	0.528135
157.500	0.136167	0.643870	0.463174	0.326701	0.347433	0.427143	0.449332	0.402336	0.350969
135.000	0.142976	0.482692	0.329594	0.227686	0.231212	0.272959	0.274423	0.237664	0.201819
112.500	0.111922	0.366121	0.250451	0.175021	0.178247	0.208661	0.206912	0.180621	0.155475
90.000	0.018409	0.195996	0.161566	0.119603	0.127033	0.153197	0.164573	0.154151	0.139055
67.500	0.032660	0.173250	0.128157	0.091860	0.099523	0.125872	0.146443	0.143910	0.133294
45.000	0.073859	0.320494	0.231826	0.164286	0.171860	0.208131	0.226489	0.213097	0.191284
22.500	0.038577	0.278427	0.229214	0.168531	0.180860	0.220545	0.233719	0.211725	0.183693

- DISCRETE RECEPTORS -

X	Y	CONCENTRATION	X	Y	CONCENTRATION	X	Y	CONCENTRATION
RANGE	AZIMUTH		RANGE	AZIMUTH		RANGE	AZIMUTH	
(METERS)	(DEGREES)		(METERS)	(DEGREES)		(METERS)	(DEGREES)	

201.0	10.0	0.568699	210.0	20.0	0.287768	229.0	30.0	0.210743
241.0	40.0	0.202676	204.0	50.0	0.205420	180.0	60.0	0.172251
165.0	70.0	0.146345	158.0	80.0	0.163908	155.0	90.0	0.182163
158.0	100.0	0.228953	165.0	110.0	0.273109	180.0	120.0	0.296747
204.0	130.0	0.306552	241.0	140.0	0.309933	311.0	150.0	0.284212
287.0	160.0	0.346535	271.0	170.0	0.413847	268.0	180.0	0.434221
271.0	190.0	0.296585	146.0	200.0	0.181821	158.0	210.0	0.125991
177.0	220.0	0.117228	180.0	230.0	0.115757	158.0	240.0	0.122564
146.0	250.0	0.153180	140.0	260.0	0.259374	137.0	270.0	0.371794
140.0	280.0	0.560223	146.0	290.0	0.751579	158.0	300.0	0.762117
183.0	310.0	0.702584	216.0	320.0	0.596894	229.0	330.0	0.503572
180.0	340.0	0.554481	201.0	350.0	0.682379	198.0	360.0	0.855650

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 (CONT.) \*\*

- 10 CONTRIBUTING VALUES TO PROGRAM DETERMINED MAXIMUM 10 OF ALL SOURCES COMBINED -

X COORDINATE RANGE (METERS)	Y COORDINATE AZIMUTH BEARING (DEGREES)	CONCENTRATION
100.00	360.00	1.033739
100.00	292.50	0.870353
198.00	360.00	0.855650
200.00	360.00	0.850601
100.00	315.00	0.845947
158.00	300.00	0.762117
146.00	290.00	0.751579
500.00	360.00	0.741117
750.00	360.00	0.722926
183.00	310.00	0.702584

\*\*\*\*\* END OF ISCLT PROGRAM, 1 SOURCES PROCESSED \*\*\*\*\*

\*\*\*\*\*

\*\*\* RUN TIME STATISTICS \*\*\*

ENDING HOUR,MINUTE,SECOND - - - - - : 09:17:26  
ENDING MONTH,DAY,YEAR - - - - - : 10/04/90

NG HOUR,MINUTE,SECOND - - - - - : 09:18:38  
NG MONTH,DAY,YEAR - - - - - : 10/04/90

.L CPU SECONDS - - - - - : 72.

\*\*\*\*\*

ISCLTK6L MODEL, A VERSION OF  
ISCLT (VERSION 90008)  
AN AIR QUALITY DISPERSION MODEL IN  
SECTION 1. GUIDELINE MODELS.  
IN UNAMAP (VERSION 6) JAN 1990.  
SOURCE: FILE 7 ON UNAMAP MAGNETIC TAPE FROM NTIS.

CONVERTED BY :  
KBN ENGINEERING AND APPLIED SCIENCES, INC.  
GAINESVILLE, FLORIDA  
(904)331-9000

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CARD INPUT FILE IS	ER12LT85.180	
SUMMARY OUTPUT FILE IS	ER12LT85.080	
TITLE OF RUN IS	1985 ENRON STATION 12 / 35 FT STACK	10-4-90

- ISCLT INPUT DATA (CONT.) -

NUMBER OF SOURCES = 1  
 NUMBER OF X AXIS GRID SYSTEM POINTS = 9  
 NUMBER OF Y AXIS GRID SYSTEM POINTS = 16  
 NUMBER OF SPECIAL POINTS = 36  
 NUMBER OF SEASONS = 1  
 NUMBER OF WIND SPEED CLASSES = 6  
 NUMBER OF STABILITY CLASSES = 6  
 NUMBER OF WIND DIRECTION CLASSES = 16  
 FILE NUMBER OF DATA FILE USED FOR REPORTS = 1  
 THE PROGRAM IS RUN IN RURAL MODE  
 CONCENTRATION (DEPOSITION) UNITS CONVERSION FACTOR =0.10000000E+07  
 ACCELERATION OF GRAVITY (METERS/SEC\*\*2) = 9.800  
 HEIGHT OF MEASUREMENT OF WIND SPEED (METERS) = 6.710  
 CORRECTION ANGLE FOR GRID SYSTEM VERSUS DIRECTION DATA NORTH (DEGREES) = 0.000  
 DECAY COEFFICIENT =0.00000000E+00  
 PROGRAM OPTION SWITCHES = 1, 2, 2, 0, 0, 3, 2, 1, 3, 2, 2, 0, 0, 0, 0, 0, 1, 0, 1, 0, 0, 0, 1, 0,

RANGE X AXIS GRID SYSTEM POINTS (METERS )=	30.00,	100.00,	200.00,	300.00,	400.00,	500.00,				
	750.00,	1000.00,	1250.00,							
RANGE X SPECIAL DISCRETE POINTS (METERS )=	201.00,	210.00,	229.00,	241.00,	204.00,	180.00,				
	165.00,	158.00,	155.00,	158.00,	165.00,	180.00,	204.00,	241.00,	311.00,	287.00,
	271.00,	268.00,	271.00,	146.00,	158.00,	177.00,	180.00,	158.00,	146.00,	140.00,
	137.00,	140.00,	146.00,	158.00,	183.00,	216.00,	229.00,	180.00,	201.00,	198.00,
WIND BEARING Y AXIS GRID SYSTEM POINTS (DEGREES)=	22.50,	45.00,	67.50,	90.00,	112.50,	135.00,				
	157.50,	180.00,	202.50,	225.00,	247.50,	270.00,	292.50,	315.00,	337.50,	360.00,
WIND BEARING Y SPECIAL DISCRETE POINTS (DEGREES)=	10.00,	20.00,	30.00,	40.00,	50.00,	60.00,				
	70.00,	80.00,	90.00,	100.00,	110.00,	120.00,	130.00,	140.00,	150.00,	160.00,
	170.00,	180.00,	190.00,	200.00,	210.00,	220.00,	230.00,	240.00,	250.00,	260.00,
	270.00,	280.00,	290.00,	300.00,	310.00,	320.00,	330.00,	340.00,	350.00,	360.00,

- AMBIENT AIR TEMPERATURE (DEGREES KELVIN) -

	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
SEASON 1	298.0000	298.0000	298.0000	293.0000	288.0000	288.0000

- MIXING LAYER HEIGHT (METERS) -

SEASON 1

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
STABILITY CATEGORY 10.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.
STABILITY CATEGORY 20.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 30.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 40.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 50.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.
STABILITY CATEGORY 60.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 1

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00008600	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00008600	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00008600	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00008600	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00017100	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00017100	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00028500	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00051400	0.00068500	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00037100	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00008600	0.00011400	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00034200	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00034200	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 2

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00055900	0.00308200	0.00285400	0.00000000	0.00000000	0.00000000
22.500	0.00022900	0.00171200	0.00091300	0.00000000	0.00000000	0.00000000
45.000	0.00035100	0.00171200	0.00091300	0.00000000	0.00000000	0.00000000
67.500	0.00038700	0.00228300	0.00091300	0.00000000	0.00000000	0.00000000
90.000	0.00059600	0.00559400	0.00342500	0.00000000	0.00000000	0.00000000
112.500	0.00093700	0.00331100	0.00331100	0.00000000	0.00000000	0.00000000
135.000	0.00030900	0.00296800	0.00353900	0.00000000	0.00000000	0.00000000
157.500	0.00021500	0.00148400	0.00205500	0.00000000	0.00000000	0.00000000
180.000	0.00022900	0.00171200	0.00331100	0.00000000	0.00000000	0.00000000
202.500	0.00015700	0.00057100	0.00079900	0.00000000	0.00000000	0.00000000
225.000	0.00017900	0.00091300	0.00057100	0.00000000	0.00000000	0.00000000
247.500	0.00018600	0.00102700	0.00045700	0.00000000	0.00000000	0.00000000
270.000	0.00024400	0.00194100	0.00159800	0.00000000	0.00000000	0.00000000
292.500	0.00016500	0.00068500	0.00091300	0.00000000	0.00000000	0.00000000
315.000	0.00038000	0.00216900	0.00171200	0.00000000	0.00000000	0.00000000
337.500	0.00035800	0.00182600	0.00148400	0.00000000	0.00000000	0.00000000



## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 3

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00103800	0.00513700	0.00856200	0.00182600	0.00000000	0.00000000
22.500	0.00032800	0.00194100	0.00251100	0.00034200	0.00000000	0.00000000
45.000	0.00063200	0.00365300	0.00365300	0.00022800	0.00000000	0.00000000
67.500	0.00038700	0.00251100	0.00433800	0.00045700	0.00000000	0.00000000
90.000	0.00065100	0.00262600	0.00570800	0.00102700	0.00000000	0.00000000
112.500	0.00019000	0.00182600	0.00559400	0.00251100	0.00011400	0.00000000
135.000	0.00024900	0.00239700	0.00730600	0.00285400	0.00000000	0.00000000
157.500	0.00010700	0.00102700	0.00582200	0.00171200	0.00000000	0.00000000
180.000	0.00056000	0.00296800	0.00890400	0.00331100	0.00000000	0.00000000
202.500	0.00016600	0.00159800	0.00353900	0.00137000	0.00000000	0.00000000
225.000	0.00009500	0.00091300	0.00182600	0.00068500	0.00000000	0.00000000
247.500	0.00038200	0.00125600	0.00228300	0.00022800	0.00000000	0.00000000
270.000	0.00010700	0.00102700	0.00285400	0.00068500	0.00000000	0.00000000
292.500	0.00007100	0.00068500	0.00285400	0.00034200	0.00000000	0.00000000
315.000	0.00054400	0.00159800	0.00342500	0.00034200	0.00011400	0.00000000
337.500	0.00020200	0.00194100	0.00559400	0.00079900	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 4

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00216200	0.00776300	0.01700900	0.01860700	0.00137000	0.00011400
22.500	0.00105000	0.00547900	0.00513700	0.00285400	0.00011400	0.00011400
45.000	0.00183600	0.00821900	0.00627900	0.00102700	0.00011400	0.00022800
67.500	0.00114900	0.00616400	0.00742000	0.00262600	0.00034200	0.00000000
90.000	0.00203200	0.00776300	0.01187200	0.01016000	0.00057100	0.00022800
112.500	0.00098500	0.00593600	0.01130100	0.01632400	0.00057100	0.00034200
135.000	0.00059000	0.00228300	0.00856200	0.01609600	0.00102700	0.00034200
157.500	0.00037700	0.00171200	0.00970300	0.01141600	0.00022800	0.00022800
180.000	0.00059200	0.00411000	0.01484000	0.02328800	0.00205500	0.00011400
202.500	0.00031200	0.00216900	0.00662100	0.00799100	0.00045700	0.00011400
225.000	0.00059000	0.00228300	0.00684900	0.00490900	0.00068500	0.00011400
247.500	0.00050900	0.00262600	0.00525100	0.00490900	0.00022800	0.00011400
270.000	0.00047700	0.00331100	0.00742000	0.00365300	0.00000000	0.00000000
292.500	0.00039400	0.00274000	0.00456600	0.00639300	0.00079900	0.00045700
315.000	0.00042700	0.00296800	0.00570800	0.00958900	0.00114200	0.00000000
337.500	0.00067200	0.00285400	0.01095900	0.01655300	0.00216900	0.00011400

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 5

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00000000	0.01016000	0.00901800	0.00000000	0.00000000	0.00000000
22.500	0.00000000	0.00456600	0.00148400	0.00000000	0.00000000	0.00000000
45.000	0.00000000	0.00696300	0.00376700	0.00000000	0.00000000	0.00000000
67.500	0.00000000	0.00570800	0.00422400	0.00000000	0.00000000	0.00000000
90.000	0.00000000	0.00559400	0.00365300	0.00000000	0.00000000	0.00000000
112.500	0.00000000	0.00411000	0.00228300	0.00000000	0.00000000	0.00000000
135.000	0.00000000	0.00365300	0.00433800	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00411000	0.00296800	0.00000000	0.00000000	0.00000000
180.000	0.00000000	0.00502300	0.00388100	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00570800	0.00285400	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00536500	0.00502300	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00468000	0.00365300	0.00000000	0.00000000	0.00000000
270.000	0.00000000	0.00285400	0.00365300	0.00000000	0.00000000	0.00000000
292.500	0.00000000	0.00262600	0.00285400	0.00000000	0.00000000	0.00000000
315.000	0.00000000	0.00433800	0.00353900	0.00000000	0.00000000	0.00000000
337.500	0.00000000	0.00559400	0.00856200	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 6

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.01622200	0.02637000	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00709500	0.00936100	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00839700	0.01290000	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00827000	0.01415500	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00562100	0.00696300	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00442900	0.00525100	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00346900	0.00605000	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00243800	0.00433800	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00442400	0.00719200	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00394000	0.00719200	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00584700	0.01141600	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00405700	0.00981700	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00410900	0.00799100	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00398000	0.00650700	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00499000	0.00856200	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00814400	0.01541100	0.00000000	0.00000000	0.00000000	0.00000000

## - ISCLT INPUT DATA (CONT.) -

## - VERTICAL POTENTIAL TEMPERATURE GRADIENT (DEGREES KELVIN/METER) -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
ILITY CATEGORY 10.	0.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000
ILITY CATEGORY 20.	0.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000
ILITY CATEGORY 30.	0.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000
ILITY CATEGORY 40.	0.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000	.000000E+000
ILITY CATEGORY 50.	0.200000E-010	.200000E-010	.200000E-010	.200000E-010	.200000E-010	.200000E-010
ILITY CATEGORY 60.	0.350000E-010	.350000E-010	.350000E-010	.350000E-010	.350000E-010	.350000E-010

## - WIND PROFILE POWER LAW EXPONENTS -

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
ILITY CATEGORY 10.	0.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010
ILITY CATEGORY 20.	0.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010	.700000E-010
ILITY CATEGORY 30.	0.100000E+000	.100000E+000	.100000E+000	.100000E+000	.100000E+000	.100000E+000
ILITY CATEGORY 40.	0.150000E+000	.150000E+000	.150000E+000	.150000E+000	.150000E+000	.150000E+000
ILITY CATEGORY 50.	0.350000E+000	.350000E+000	.350000E+000	.350000E+000	.350000E+000	.350000E+000
ILITY CATEGORY 60.	0.550000E+000	.550000E+000	.550000E+000	.550000E+000	.550000E+000	.550000E+000

- SOURCE INPUT DATA -

SOURCE SOURCE X Y EMISSION BASE /  
 NUMBER TYPE COORDINATE COORDINATE HEIGHT ELEV- /  
 (M) (M) (M) ATION /  
 (M) /

- SOURCE DETAILS DEPENDING ON TYPE -

-----  
 1 STACK 0.00 0.00 10.67 0.00 GAS EXIT TEMP (DEG K)= 530.00, GAS EXIT VEL. (M/SEC)= 52.31,  
 STACK DIAMETER (M)= 0.640, HEIGHT OF ASSO. BLDG. (M)= -9.88, WIDTH OF  
 ASSO. BLDG. (M)= 69.17, WAKE EFFECTS FLAG = 0

- DIRECTION SPECIFIC BUILDING DIMENSIONS -

DR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE
1	9.9,	69.2,	0	2	9.9,	69.2,	0	3	9.9,	69.2,	0	4	9.9,	69.2,	0
5	9.9,	69.2,	0	6	9.9,	69.2,	0	7	9.9,	69.2,	0	8	9.9,	69.2,	0
9	9.9,	69.2,	0	10	9.9,	69.2,	0	11	9.9,	69.2,	0	12	9.9,	69.2,	0
13	9.9,	69.2,	0	14	9.9,	69.2,	0	15	9.9,	69.2,	0	16	9.9,	69.2,	0

- SOURCE STRENGTHS ( GRAMS PER SEC ) -

SEASON 1 SEASON 2 SEASON 3 SEASON 4  
 2.22000E+00

ING - HW/HB > 5 FOR SOURCE 1 PROG. USES LATERAL VIRTUAL DIST. FOR UPPER BOUND OF CONCENTRATION (DEPOSITION) IN SECTOR(S):  
 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.  
 LOWER BOUND IS DESIRED SET THE DIRECTION SPECIFIC BUILDING HEIGHT TO < 0 (WAKE EFFECTS FLAG) AND RERUN.

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 \*\*

- GRID SYSTEM RECEPTORS -

- X AXIS (RANGE , METERS) -

30.000 100.000 200.000 300.000 400.000 500.000 750.000 1000.000 1250.000

IS (AZIMUTH BEARING, DEGREES )

- CONCENTRATION -

360.000	0.167491	1.036142	0.785615	0.559726	0.579971	0.685117	0.684739	0.591445	0.496368
337.500	0.059021	0.469646	0.379616	0.277311	0.292515	0.352939	0.366792	0.323542	0.274413
315.000	0.131260	0.811760	0.622245	0.445261	0.457875	0.537854	0.528639	0.447576	0.370671
292.500	0.108425	0.738987	0.572701	0.410022	0.423072	0.502247	0.510825	0.443990	0.373497
270.000	0.079540	0.533473	0.418320	0.311734	0.335490	0.415750	0.445945	0.400576	0.345684
247.500	0.023946	0.170630	0.145397	0.116096	0.133606	0.174730	0.208192	0.204493	0.189503
225.000	0.042993	0.137351	0.112879	0.090717	0.102617	0.133390	0.166973	0.173636	0.168190
202.500	0.027057	0.153736	0.125612	0.096656	0.107246	0.136750	0.157383	0.151149	0.138493
180.000	0.119795	0.766772	0.589364	0.426166	0.455154	0.562027	0.617487	0.572778	0.508291
157.500	0.168479	0.690996	0.487972	0.343175	0.362904	0.444296	0.467514	0.420084	0.365170
135.000	0.086224	0.434145	0.316476	0.227443	0.241705	0.294187	0.301322	0.264388	0.227018
112.500	0.125773	0.347160	0.235541	0.163121	0.166183	0.196426	0.200134	0.177719	0.153988
90.000	0.003152	0.194633	0.170581	0.132670	0.145890	0.181528	0.197644	0.184169	0.163895
67.500	0.035885	0.167700	0.129364	0.094902	0.105725	0.137160	0.161341	0.156555	0.144052
45.000	0.065031	0.254315	0.178304	0.123273	0.126171	0.153118	0.173733	0.170035	0.157653
22.500	0.053264	0.330181	0.256145	0.182589	0.190616	0.229715	0.245231	0.224053	0.196925

- DISCRETE RECEPTORS -

X	Y	CONCENTRATION	X	Y	CONCENTRATION	X	Y	CONCENTRATION
GE	AZIMUTH		RANGE	AZIMUTH		RANGE	AZIMUTH	
TERS)	BEARING		(METERS)	BEARING		(METERS)	BEARING	
(DEGREES)	(DEGREES)		(METERS)	(DEGREES)		(METERS)	(DEGREES)	

201.0	10.0	0.545144	210.0	20.0	0.303480	229.0	30.0	0.209299
241.0	40.0	0.169372	204.0	50.0	0.164431	180.0	60.0	0.154213
165.0	70.0	0.146794	158.0	80.0	0.167282	155.0	90.0	0.188996
158.0	100.0	0.225259	165.0	110.0	0.259044	180.0	120.0	0.280024
204.0	130.0	0.293741	241.0	140.0	0.310558	311.0	150.0	0.294803
287.0	160.0	0.364886	271.0	170.0	0.438841	268.0	180.0	0.464526
271.0	190.0	0.313018	146.0	200.0	0.202173	158.0	210.0	0.133265
177.0	220.0	0.121271	180.0	230.0	0.124544	158.0	240.0	0.145904
146.0	250.0	0.196878	140.0	260.0	0.345558	137.0	270.0	0.501533
140.0	280.0	0.576050	146.0	290.0	0.655408	158.0	300.0	0.668117
183.0	310.0	0.642578	216.0	320.0	0.539217	229.0	330.0	0.420626
180.0	340.0	0.448404	201.0	350.0	0.599361	198.0	360.0	0.790699

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 (CONT.) \*\*

- 10 CONTRIBUTING VALUES TO PROGRAM DETERMINED MAXIMUM 10 OF ALL SOURCES COMBINED -

X COORDINATE RANGE (METERS)	Y COORDINATE AZIMUTH BEARING (DEGREES)	CONCENTRATION
100.00	360.00	1.036142
100.00	315.00	0.811760
198.00	360.00	0.790699
200.00	360.00	0.785615
100.00	180.00	0.766772
100.00	292.50	0.738987
100.00	157.50	0.690996
500.00	360.00	0.685117
750.00	360.00	0.684739
158.00	300.00	0.668117

\*\*\*\*\* END OF ISCLT PROGRAM, 1 SOURCES PROCESSED \*\*\*\*\*

\*\*\*\*\*

\*\*\* RUN TIME STATISTICS \*\*\*

INNING HOUR,MINUTE,SECOND - - - - - : 09:18:38  
INNING MONTH,DAY,YEAR - - - - - : 10/04/90

ING HOUR,MINUTE,SECOND - - - - - : 09:19:50  
ING MONTH,DAY,YEAR - - - - - : 10/04/90

AL CPU SECONDS - - - - - : 72.

\*\*\*\*\*



ISCLTK6L MODEL, A VERSION OF  
ISCLT (VERSION 90008).  
AN AIR QUALITY DISPERSION MODEL IN  
SECTION 1. GUIDELINE MODELS.  
IN UNAMAP (VERSION 6) JAN 1990.  
SOURCE: FILE 7 ON UNAMAP MAGNETIC TAPE FROM NTIS.

CONVERTED BY :  
KBN ENGINEERING AND APPLIED SCIENCES, INC.  
GAINESVILLE, FLORIDA  
(904)331-9000

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CARD INPUT FILE IS	ER12LT86.180	
SUMMARY OUTPUT FILE IS	ER12LT86.080	
TITLE OF RUN IS	1986 ENRON STATION 12 / 35 FT STACK	10-4-90

- ISCLT INPUT DATA (CONT.) -

NUMBER OF SOURCES = 1  
 NUMBER OF X AXIS GRID SYSTEM POINTS = 9  
 NUMBER OF Y AXIS GRID SYSTEM POINTS = 16  
 NUMBER OF SPECIAL POINTS = 36  
 NUMBER OF SEASONS = 1  
 NUMBER OF WIND SPEED CLASSES = 6  
 NUMBER OF STABILITY CLASSES = 6  
 NUMBER OF WIND DIRECTION CLASSES = 16  
 FILE NUMBER OF DATA FILE USED FOR REPORTS = 1  
 THE PROGRAM IS RUN IN RURAL MODE  
 CONCENTRATION (DEPOSITION) UNITS CONVERSION FACTOR =0.1000000E+07  
 ACCELERATION OF GRAVITY (METERS/SEC\*\*2) = 9.800  
 HEIGHT OF MEASUREMENT OF WIND SPEED (METERS) = 6.710  
 CORRECTION ANGLE FOR GRID SYSTEM VERSUS DIRECTION DATA NORTH (DEGREES) = 0.000  
 DECAY COEFFICIENT =0.0000000E+00  
 PROGRAM OPTION SWITCHES = 1, 2, 2, 0, 0, 3, 2, 1, 3, 2, 2, 0, 0, 0, 0, 0, 1, 0, 1, 0, 0, 0, 1, 0,

RANGE X AXIS GRID SYSTEM POINTS (METERS )=	30.00,	100.00,	200.00,	300.00,	400.00,	500.00,				
	750.00,	1000.00,	1250.00,							
RANGE X SPECIAL DISCRETE POINTS (METERS )=	201.00,	210.00,	229.00,	241.00,	204.00,	180.00,				
	165.00,	158.00,	155.00,	158.00,	165.00,	180.00,	204.00,	241.00,	311.00,	287.00,
	271.00,	268.00,	271.00,	146.00,	158.00,	177.00,	180.00,	158.00,	146.00,	140.00,
	137.00,	140.00,	146.00,	158.00,	183.00,	216.00,	229.00,	180.00,	201.00,	198.00,
UMJTH BEARING Y AXIS GRID SYSTEM POINTS (DEGREES)=	22.50,	45.00,	67.50,	90.00,	112.50,	135.00,				
	157.50,	180.00,	202.50,	225.00,	247.50,	270.00,	292.50,	315.00,	337.50,	360.00,
UMJTH BEARING Y SPECIAL DISCRETE POINTS (DEGREES)=	10.00,	20.00,	30.00,	40.00,	50.00,	60.00,				
	70.00,	80.00,	90.00,	100.00,	110.00,	120.00,	130.00,	140.00,	150.00,	160.00,
	170.00,	180.00,	190.00,	200.00,	210.00,	220.00,	230.00,	240.00,	250.00,	260.00,
	270.00,	280.00,	290.00,	300.00,	310.00,	320.00,	330.00,	340.00,	350.00,	360.00,

- AMBIENT AIR TEMPERATURE (DEGREES KELVIN) -

	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY	STABILITY
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
SEASON 1	298.0000	298.0000	298.0000	293.0000	288.0000	288.0000

- MIXING LAYER HEIGHT (METERS) -

SEASON 1

	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED	WIND SPEED
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6
STABILITY CATEGORY 10.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.	1.65300E+040.
STABILITY CATEGORY 20.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 30.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 40.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.	1.10200E+040.
STABILITY CATEGORY 50.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.
STABILITY CATEGORY 60.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.	1.00000E+050.

## - ISCLT INPUT DATA (CONT.) -

## - FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

## SEASON 1

## STABILITY CATEGORY 1

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00062100	0.00137001	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00037300	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00048700	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00026900	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00041400	0.00091300	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00042500	0.00057100	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00041400	0.00091300	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00015500	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00020700	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00010400	0.00022800	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00037300	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00015500	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00015500	0.00034200	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00037300	0.00045700	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00036200	0.00079900	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.00036200	0.00079900	0.00000000	0.00000000	0.00000000	0.00000000

## SEASON 1

## STABILITY CATEGORY 2

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00062200	0.00365302	0.00365302	0.00000000	0.00000000	0.00000000
22.500	0.00104301	0.00285401	0.00091300	0.00000000	0.00000000	0.00000000
45.000	0.00067800	0.00296801	0.00102701	0.00000000	0.00000000	0.00000000
67.500	0.00042500	0.00171201	0.00125601	0.00000000	0.00000000	0.00000000
90.000	0.00082700	0.00319602	0.00194101	0.00000000	0.00000000	0.00000000
112.500	0.00045000	0.00319602	0.00296801	0.00000000	0.00000000	0.00000000
135.000	0.00018500	0.00182601	0.00319602	0.00000000	0.00000000	0.00000000
157.500	0.00011600	0.00114201	0.00262601	0.00000000	0.00000000	0.00000000
180.000	0.00039000	0.00137001	0.00411002	0.00000000	0.00000000	0.00000000
202.500	0.00043500	0.00057100	0.00057100	0.00000000	0.00000000	0.00000000
225.000	0.00012700	0.00125601	0.00057100	0.00000000	0.00000000	0.00000000
247.500	0.00033200	0.00079900	0.00034200	0.00000000	0.00000000	0.00000000
270.000	0.00034400	0.00091300	0.00045700	0.00000000	0.00000000	0.00000000
292.500	0.00041300	0.00159801	0.00091300	0.00000000	0.00000000	0.00000000
315.000	0.00043600	0.00182601	0.00079900	0.00000000	0.00000000	0.00000000
337.500	0.00036900	0.00239701	0.00216901	0.00000000	0.00000000	0.00000000

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 3

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00102901	0.00502302	0.01164406	0.00262601	0.00011400	0.00000000
22.500	0.00058200	0.00251101	0.00388102	0.00057100	0.00000000	0.00000000
45.000	0.00065500	0.00216901	0.00285401	0.00034200	0.00000000	0.00000000
67.500	0.00075700	0.00274001	0.00296801	0.00000000	0.00000000	0.00000000
90.000	0.00056100	0.00239701	0.00479502	0.00022800	0.00000000	0.00000000
112.500	0.00054100	0.00228301	0.00525103	0.00171201	0.00022800	0.00000000
135.000	0.00035800	0.00125601	0.00490902	0.00353902	0.00000000	0.00000000
157.500	0.00012200	0.00068500	0.00673503	0.00274001	0.00011400	0.00000000
180.000	0.00039900	0.00148401	0.01267106	0.00536503	0.00000000	0.00000000
202.500	0.00010200	0.00057100	0.00365302	0.00228301	0.00000000	0.00000000
225.000	0.00010200	0.00057100	0.00228301	0.00034200	0.00000000	0.00000000
247.500	0.00012200	0.00068500	0.00148401	0.00114201	0.00000000	0.00000000
270.000	0.00022400	0.00125601	0.00274001	0.00068500	0.00000000	0.00000000
292.500	0.00026400	0.00148401	0.00194101	0.00091300	0.00000000	0.00000000
315.000	0.00028500	0.00159801	0.00228301	0.00068500	0.00000000	0.00000000
337.500	0.00063500	0.00205501	0.00479502	0.00091300	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 4

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.500MPS)	WIND SPEED CATEGORY 2 ( 2.500MPS)	WIND SPEED CATEGORY 3 ( 4.300MPS)	WIND SPEED CATEGORY 4 ( 6.800MPS)	WIND SPEED CATEGORY 5 ( 9.500MPS)	WIND SPEED CATEGORY 6 (12.500MPS)
0.000	0.00162401	0.00947505	0.02831114	0.02237411	0.00159801	0.00000000
22.500	0.00125101	0.00662103	0.01278506	0.00365302	0.00000000	0.00000000
45.000	0.00141501	0.00787704	0.01426907	0.00262601	0.00000000	0.00000000
67.500	0.00152401	0.00673503	0.01130105	0.00239701	0.00000000	0.00000000
90.000	0.00080500	0.00616403	0.01335607	0.00388102	0.00034200	0.00000000
112.500	0.00044700	0.00342502	0.01141606	0.00901804	0.00011400	0.00000000
135.000	0.00022300	0.00171201	0.01027405	0.01643808	0.00045700	0.00000000
157.500	0.00020900	0.00159801	0.00753404	0.01107305	0.00022800	0.00011400
180.000	0.00055600	0.00228301	0.01358407	0.01621008	0.00194101	0.00045700
202.500	0.00046700	0.00159801	0.00662103	0.00890404	0.00102701	0.00000000
225.000	0.00042700	0.00228301	0.00559403	0.00856204	0.00148401	0.00000000
247.500	0.00032300	0.00148401	0.00742004	0.01027405	0.00114201	0.00000000
270.000	0.00053100	0.00308202	0.00662103	0.00513702	0.00034200	0.00000000
292.500	0.00036700	0.00182601	0.00445202	0.00331102	0.00022800	0.00000000
315.000	0.00064500	0.00296801	0.00479502	0.00662103	0.00091300	0.00000000
337.500	0.00060100	0.00262601	0.00856204	0.01643808	0.00125601	0.00011400

- ISCLT INPUT DATA (CONT.) -

- FREQUENCY OF OCCURRENCE OF WIND SPEED, DIRECTION AND STABILITY -

SEASON 1

STABILITY CATEGORY 5

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.00000000	0.01324206	0.01655308	0.00000000	0.00000000	0.00000000
22.500	0.00000000	0.00525103	0.00274001	0.00000000	0.00000000	0.00000000
45.000	0.00000000	0.00502302	0.00365302	0.00000000	0.00000000	0.00000000
67.500	0.00000000	0.00616403	0.00296801	0.00000000	0.00000000	0.00000000
90.000	0.00000000	0.00536503	0.00148401	0.00000000	0.00000000	0.00000000
112.500	0.00000000	0.00342502	0.00114201	0.00000000	0.00000000	0.00000000
135.000	0.00000000	0.00251101	0.00353902	0.00000000	0.00000000	0.00000000
157.500	0.00000000	0.00159801	0.00353902	0.00000000	0.00000000	0.00000000
180.000	0.00000000	0.00399502	0.00570803	0.00000000	0.00000000	0.00000000
202.500	0.00000000	0.00296801	0.00251101	0.00000000	0.00000000	0.00000000
225.000	0.00000000	0.00353902	0.00639303	0.00000000	0.00000000	0.00000000
247.500	0.00000000	0.00388102	0.00650703	0.00000000	0.00000000	0.00000000
270.000	0.00000000	0.00308202	0.00422402	0.00000000	0.00000000	0.00000000
292.500	0.00000000	0.00319602	0.00262601	0.00000000	0.00000000	0.00000000
315.000	0.00000000	0.00308202	0.00296801	0.00000000	0.00000000	0.00000000
337.500	0.00000000	0.00742004	0.00810504	0.00000000	0.00000000	0.00000000

SEASON 1

STABILITY CATEGORY 6

DIRECTION (DEGREES)	WIND SPEED CATEGORY 1 ( 1.5000MPS)	WIND SPEED CATEGORY 2 ( 2.5000MPS)	WIND SPEED CATEGORY 3 ( 4.3000MPS)	WIND SPEED CATEGORY 4 ( 6.8000MPS)	WIND SPEED CATEGORY 5 ( 9.5000MPS)	WIND SPEED CATEGORY 6 (12.5000MPS)
0.000	0.02027110	0.03070815	0.00000000	0.00000000	0.00000000	0.00000000
22.500	0.00549703	0.00742004	0.00000000	0.00000000	0.00000000	0.00000000
45.000	0.00671603	0.00981705	0.00000000	0.00000000	0.00000000	0.00000000
67.500	0.00463002	0.00639303	0.00000000	0.00000000	0.00000000	0.00000000
90.000	0.00376102	0.00502302	0.00000000	0.00000000	0.00000000	0.00000000
112.500	0.00207901	0.00205501	0.00000000	0.00000000	0.00000000	0.00000000
135.000	0.00248901	0.00353902	0.00000000	0.00000000	0.00000000	0.00000000
157.500	0.00335802	0.00490902	0.00000000	0.00000000	0.00000000	0.00000000
180.000	0.00514803	0.00673503	0.00000000	0.00000000	0.00000000	0.00000000
202.500	0.00347602	0.00547903	0.00000000	0.00000000	0.00000000	0.00000000
225.000	0.00555703	0.00787704	0.00000000	0.00000000	0.00000000	0.00000000
247.500	0.00833204	0.01130105	0.00000000	0.00000000	0.00000000	0.00000000
270.000	0.00602503	0.00947505	0.00000000	0.00000000	0.00000000	0.00000000
292.500	0.00521003	0.00753404	0.00000000	0.00000000	0.00000000	0.00000000
315.000	0.00445602	0.00605003	0.00000000	0.00000000	0.00000000	0.00000000
337.500	0.01082505	0.01552508	0.00000000	0.00000000	0.00000000	0.00000000

- ISCLT INPUT DATA (CONT.) -

- VERTICAL POTENTIAL TEMPERATURE GRADIENT (DEGREES KELVIN/METER) -

	WIND SPEED CATEGORY 1	WIND SPEED CATEGORY 2	WIND SPEED CATEGORY 3	WIND SPEED CATEGORY 4	WIND SPEED CATEGORY 5	WIND SPEED CATEGORY 6
ILITY CATEGORY 10.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 20.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 30.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 40.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.	0.00000E+000.
ILITY CATEGORY 50.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.	0.20000E-010.
ILITY CATEGORY 60.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.	0.35000E-010.

- WIND PROFILE POWER LAW EXPONENTS -

	WIND SPEED CATEGORY 1	WIND SPEED CATEGORY 2	WIND SPEED CATEGORY 3	WIND SPEED CATEGORY 4	WIND SPEED CATEGORY 5	WIND SPEED CATEGORY 6
ILITY CATEGORY 10.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.
ILITY CATEGORY 20.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.	0.70000E-010.
ILITY CATEGORY 30.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.	0.10000E+000.
ILITY CATEGORY 40.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.	0.15000E+000.
ILITY CATEGORY 50.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.	0.35000E+000.
ILITY CATEGORY 60.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.	0.55000E+000.

- SOURCE INPUT DATA -

SOURCE NUMBER	SOURCE TYPE	X COORDINATE (M)	Y COORDINATE (M)	EMISSION HEIGHT (M)	BASE ELEVATION (M)	DETAILS
1	STACK	0.00	0.00	10.67	0.00	GAS EXIT TEMP (DEG K)= 530.00, GAS EXIT VEL. (M/SEC)= 52.31, STACK DIAMETER (M)= 0.640, HEIGHT OF ASSO. BLDG. (M)= -9.88, WIDTH OF ASSO. BLDG. (M)= 69.17, WAKE EFFECTS FLAG = 0

- DIRECTION SPECIFIC BUILDING DIMENSIONS -

NR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE	SECTOR	DSBH	DSBW	IWAKE
1	9.9	69.2	0	2	9.9	69.2	0	3	9.9	69.2	0	4	9.9	69.2	0
5	9.9	69.2	0	6	9.9	69.2	0	7	9.9	69.2	0	8	9.9	69.2	0
9	9.9	69.2	0	10	9.9	69.2	0	11	9.9	69.2	0	12	9.9	69.2	0
3	9.9	69.2	0	14	9.9	69.2	0	15	9.9	69.2	0	16	9.9	69.2	0

- SOURCE STRENGTHS ( GRAMS PER SEC ) -  
 SEASON 1    SEASON 2    SEASON 3    SEASON 4  
 2.22000E+00

NG - HW/HB > 5 FOR SOURCE 1 PROG. USES LATERAL VIRTUAL DIST. FOR UPPER BOUND OF CONCENTRATION (DEPOSITION) IN SECTOR(S): 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.  
 LOWER BOUND IS DESIRED SET THE DIRECTION SPECIFIC BUILDING HEIGHT TO < 0 (WAKE EFFECTS FLAG) AND RERUN.

\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 \*\*

- GRID SYSTEM RECEPTORS -

- X AXIS (RANGE , METERS) -

IS (AZIMUTH BEARING, DEGREES )	30.000	100.000	200.000	300.000	400.000	500.000	750.000	1000.000	1250.000
360.000	0.207784	1.124464	0.862535	0.618073	0.620474	0.701066	0.662956	0.558407	0.461630
337.500	0.047700	0.552875	0.457979	0.336549	0.346911	0.401287	0.384833	0.323691	0.267172
315.000	0.043322	0.711381	0.581988	0.422832	0.434248	0.501924	0.483571	0.409915	0.340039
292.500	0.027069	0.464375	0.389820	0.293187	0.311126	0.373980	0.386697	0.341866	0.289573
270.000	0.024868	0.240634	0.211861	0.173977	0.199503	0.255079	0.293754	0.282033	0.252223
247.500	0.001912	0.117374	0.109227	0.090808	0.107617	0.145958	0.193134	0.204435	0.195148
225.000	0.002213	0.126828	0.120207	0.101359	0.123241	0.171979	0.229448	0.240920	0.227837
202.500	0.003111	0.151758	0.147118	0.123344	0.148070	0.200985	0.254556	0.256739	0.236350
180.000	0.126133	0.951937	0.762169	0.566795	0.611459	0.750090	0.818007	0.768390	0.688009
157.500	0.110518	0.622497	0.469545	0.339503	0.362244	0.441126	0.452766	0.400425	0.347009
135.000	0.063426	0.309035	0.231456	0.170412	0.182913	0.221936	0.227422	0.201959	0.174829
112.500	0.017419	0.189040	0.157604	0.120235	0.129500	0.157169	0.164338	0.149664	0.132055
90.000	0.026025	0.195047	0.159906	0.120531	0.133183	0.167225	0.188338	0.180176	0.163438
67.500	0.081020	0.392029	0.278513	0.191213	0.197490	0.238493	0.255301	0.236765	0.211201
45.000	0.101071	0.377424	0.257400	0.179668	0.190200	0.232469	0.240716	0.216778	0.190859
22.500	0.073032	0.435314	0.328560	0.230910	0.234905	0.273671	0.274319	0.239980	0.203834

- DISCRETE RECEPTORS -

X GE TERS)	Y AZIMUTH BEARING (DEGREES)	CONCENTRATION	X RANGE (METERS)	Y AZIMUTH BEARING (DEGREES)	CONCENTRATION	X RANGE (METERS)	Y AZIMUTH BEARING (DEGREES)	CONCENTRATION
201.0	10.0	0.619486	210.0	20.0	0.373408	229.0	30.0	0.276121
241.0	40.0	0.236719	204.0	50.0	0.257436	180.0	60.0	0.290081
165.0	70.0	0.299629	158.0	80.0	0.240476	155.0	90.0	0.178885
158.0	100.0	0.174622	165.0	110.0	0.172077	180.0	120.0	0.190995
204.0	130.0	0.211600	241.0	140.0	0.251000	311.0	150.0	0.274439
287.0	160.0	0.376262	271.0	170.0	0.519782	268.0	180.0	0.613444
271.0	190.0	0.408347	146.0	200.0	0.233331	158.0	210.0	0.144123
177.0	220.0	0.129145	180.0	230.0	0.120431	158.0	240.0	0.118532
146.0	250.0	0.129606	140.0	260.0	0.180741	137.0	270.0	0.236131
140.0	280.0	0.327201	146.0	290.0	0.422791	158.0	300.0	0.503582
183.0	310.0	0.563836	216.0	320.0	0.527498	229.0	330.0	0.457463
180.0	340.0	0.531094	201.0	350.0	0.676197	198.0	360.0	0.868236



\*\* ANNUAL GROUND LEVEL CONCENTRATION ( MICROGRAMS PER CUBIC METER ) DUE TO SOURCE 1 (CONT.) \*\*

- 10 CONTRIBUTING VALUES TO PROGRAM DETERMINED MAXIMUM 10 OF ALL SOURCES COMBINED -

X COORDINATE RANGE (METERS)	Y COORDINATE AZIMUTH BEARING (DEGREES)	CONCENTRATION
100.00	360.00	1.124464
100.00	180.00	0.951937
198.00	360.00	0.868236
200.00	360.00	0.862535
750.00	180.00	0.818007
1000.00	180.00	0.768390
200.00	180.00	0.762169
500.00	180.00	0.750090
100.00	315.00	0.711381
500.00	360.00	0.701066

\*\*\*\*\* END OF ISCLT PROGRAM, 1 SOURCES PROCESSED \*\*\*\*\*

\*\*\*\*\*  
\*\*\* RUN TIME STATISTICS \*\*\*

ENDING HOUR,MINUTE,SECOND - - - - - : 09:19:51  
ENDING MONTH,DAY,YEAR - - - - - : 10/04/90

NG HOUR,MINUTE,SECOND - - - - - : 09:21:03  
NG MONTH,DAY,YEAR - - - - - : 10/04/90

L CPU SECONDS - - - - - : 72.

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