



MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT

14306 Park Avenue Victorville, CA 92392-2310
760.245.1661 -- 800.635.4617 -- FAX 760.245.2022

PERMIT TO OPERATE

E012140

Operation under this permit must be conducted in compliance with all information included with the initial application, initial permit condition, and conditions contained herein. The equipment must be maintained and kept in good operating condition at all times. This Permit to Operate or copy must be posted on or within 8 meters of equipment. If a copy is posted, the original must be maintained on site, available for inspection at all times.

EXPIRES LAST DAY OF: OCTOBER 2025

OWNER OF OPERATOR (Co. #1654)

New Cingular Wireless PCS, LLC
311 S. Akard Street, 12th Floor
Dallas, TX 75202

EQUIPMENT LOCATION (Fac. #2836)

New Cingular Wireless - Afton Overlay
45009 Afton Canyon Rd
Afton, CA 92310

Description:

LPG IC ENGINE, EMERGENCY GENERATOR consisting of: Manufactured in 2011, USEPA Family BGNXB04.22L4, equipped with a factory-installed Three Way Catalyst and an Air-Fuel Ratio Controller. Exhaust gas flow is 308 ACFM at 870 degrees Fahrenheit.

OneGenerac, LPG fired internal combustion engine Model No. 4.2GLPN-35 and Serial No. 116241208, Three-Way Catalyst (also NSCR), Four-Stroke Rich Burn, Air-To-Fuel Ratio Controller, Electronic Control Module, Spark-Ignited, producing 58.2 bhp with 6 cylinders at 1800 rpm while consuming a maximum of 5.9 gal/hr. This equipment powers a Generac Generator Model No. SG035 / 13225190100 and Serial No. 2112067, rated at 35 kW(e).

EMISSIONS RATES

Emission Type	Est. Max Load	Unit
CO	0.27	gm/bhp-hr
NOx	0.12	gm/bhp-hr
PM10	0.10	gm/bhp-hr
SOx	0.002	gm/bhp-hr
VOC	0.03	gm/bhp-hr

CONDITIONS:

1. This stationary, spark-ignited, internal combustion engine and its associated control device (Three-Way Catalyst) and air/fuel ratio controller shall be installed, operated and maintained in strict accordance with those recommendations of the manufacturer/supplier.

Fee Schedule: 7 (g) Rating: 1 device SIC: 4813 SCC: 20301001 Location/UTM(Km): 555E/3580N

This permit does not authorize the emission of air contaminants in excess of those allowed by law, including Division 26 of the Health and Safety Code of the State of California and the Rules and Regulations of the District. This permit cannot be construed as permission to violate existing laws, ordinances, statutes or regulations of this or other governmental agencies. This permit must be renewed by the expiration date above. If billing for renewal fee required by Rule 301(c) is not received by expiration date above, please contact the District.

New Cingular Wireless PCS, LLC
ATTN: EH&S

Dallas, TX 75202

By: **COPY**
Brad Poiriez
Air Pollution Control Officer

and/or sound engineering principles which produce the minimum emissions of contaminants. Unless otherwise noted, this equipment shall also be operated in accordance with all data and specifications submitted with the application for this permit.
[40 CFR 60, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines, Subpart 60.4243; District Rule 1302]

2.This unit shall be fired on Liquified Petroleum Gas (LPG) fuel with a Sulfur content of less than 18.5 ppmw.
Note: Use of Commercial Grade Liquified Petroleum Gas satisfies this requirement.
[40 CFR 60.4243, District Rule 431]

3.A non-resettable four-digit (9,999) hour timer shall be installed and maintained on this unit to indicate elapsed engine operating time.
[40 CFR 60.4237]

4.This unit shall not be operated for more than 100 hours per year for testing and maintenance.
[40 CFR 60.4243]

5.This engine may operate in response to notification of impending involuntary rotating outage if the area utility has ordered rotating outages in the area where the engine is located or expects to order such outages at a particular time, the engine is located in the area subject to the rotating outage, the engine is operated no more than 30 minutes prior to the forecasted outage, and the engine is shut down immediately after the utility advises that the outage is no longer imminent or in effect.
[District Rule 1302]

6.This engine shall not be used to provide power during a voluntarily agreed to power outage and/or power reduction initiated under an Interruptable Service Contract (ISC), Demand Response Program (DRP), Load Reduction Program (LRP) and/or similar arrangement(s) with the electrical power supplier.
[District Rule 1302]

7.The owner/operator shall maintain an operations log for this unit current and on-site (or at a central location) for a minimum of five (5) years, and this log shall be provided to District, State and Federal personnel upon request. The log shall include, at a minimum, the following information:

- a. Date of each use and duration of each use (in hours);
- b. Reason for use (testing and maintenance, emergency use, required emission testing, etc.)
- c. Monthly and calendar year operation in terms of total hours; and
- d. Records of all maintenance and repair actions performed on the engine, the AFRC, and the catalytic converter.

[40 CFR 60.4245, 40 CFR 1048, District Rule 1302]

8.The Air-to-Fuel Ratio Controller shall be used in conjunction with the control device, and shall be maintained and operated appropriately to ensure proper operation of the engine and control device to minimize emissions at all times.
[40 CFR 60.4243]

9.In the event that the Three-Way Catalytic Converter is replaced, the new (replacement) Catalytic Converter must be of the same Manufacturer and model designation and it must be installed by Factory Certified personnel to avoid follow-on source testing.

If the Manufacturer or the Model designation of the new (replacement) catalytic converter is not identical to the original catalytic converter or if the unit is not installed by Factory Certified personnel, then the engine shall be source tested in accordance with the procedures outlined in 40 CFR 60.4244 within 90 days after the catalytic converter replacement. The source test results must verify that the engine meets the following maximum emission limits (measured at standard conditions):

- a. NO_x + NMHC: 2.0 g/bhp-hr
- b. CO: 3.28 g/bhp-hr

[40 CFR 60.4243, 40 CFR 60.4244, District Rule 1302]

10.This engine is subject to the requirements of the New Source Performance Standards (NSPS) for Stationary Spark Ignition IC Engines (40 CFR 60, Subpart JJJJ).
[District Rule 1302]

11.A facility wide Comprehensive Emission Inventory (CEI) for all emitted criteria and toxic air pollutants must be submitted to the District, in a format approved by the District, upon District request.
[District Rule 107(b), H&S Code 39607 & 44341-44342, and 40 CFR 51, Subpart A]