ORIGINAL

SOUTH COAST AQMD
CLERK OF THE BOARDS
2024 OCT 10 AM 8:24

PETITION FOR VARIANCE
BEFORE THE HEARING BOARD OF THE
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

SV
11/20/24

PETITIONER: NEW CINGULAR WIRELESS PCS, LLC DBA AT&T MOBILITY CASE NO: 5991-2

FACILITY ID: 165640

FACILITY ADDRESS: Strawberry Peak Lookout Road
[location of equipment/site of violation; specify business/corporate address, if different, under Item 2, below]

City, State, Zip: San Bernardino, CA 92407

1. TYPE OF VARIANCE REQUESTED (more than one box may be checked; see Attachment A, Item 1, before selecting)

☐ INTERIM ☒ SHORT ☐ REGULAR ☐ EMERGENCY ☐ EX PARTE EMERGENCY

2. CONTACT: Name, title, company (if different than Petitioner), address, and phone number of persons authorized to receive notices regarding this Petition (no more than two authorized persons).

Travis Bawcum	Bill Winchester
Assistant Secretary	Principal Scientist
311 S. Akard Street	1631 E. Saint Andrew Place
Dallas, TX *Zip* 75202	Santa Ana, CA *Zip* 92705
☎ (678) 427-8504 *Ext.*	☎ (909) 226-1108 *Ext.*
Fax ( )	*Fax* ( )
E-mail G43913@att.com	*E-mail* bwinchester@montrose-env.com

3. RECLAIM Permit ☐ Yes ☒ No Title V Permit ☐ Yes ☒ No

Persons with disabilities may request this document in an alternative format by contacting the Clerk of the Board at 909-396-2500 or by e-mail at clerkofboard@aqmd.gov.

If you require disability-related accommodations to facilitate participating in the hearing, contact the Clerk of the Board at least five (5) calendar days prior to the hearing.

[ALL DOCUMENTS FILED WITH CLERK'S OFFICE BECOME PUBLIC RECORD]

4. **GOOD CAUSE:** Explain why your petition was not filed in sufficient time to issue the required public notice. (Required only for Emergency and Interim Variances; see Attachment A, Item 4)

n/a

5. Briefly describe the type of business and processes at your facility.

The facility is a cellular telecommunications site, which includes a shelter containing telecommunications hardware, a cell tower equipped with microwave antennas, and an emergency generator set equipped with an LPG-fired emergency engine and served by an LPG fuel tank. The facility is responsible for supporting Emergency 911 coverage in the area and requires electricity to keep equipment online and support telecommunications. The facility has access to utility power, but in the event of a power failure, an automatic transfer switch and associated electrical infrastructure allows the generator to supply emergency power to the facility. The LPG fuel tank is refueled as needed.

6. List the equipment and/or activity(s) that are the subject of this petition (see Attachment A, Item 6, Example #1). **Attach copies of the Permit(s) to Construct and/or Permit(s) to Operate for the subject equipment. For RECLAIM or Title V facilities, attach *only* the relevant sections of the Facility Permit showing the equipment or process and conditions that are subject to this petition. You must bring the entire Facility Permit *to* the hearing.**

Equipment/Activity	Application/ Permit No.	RECLAIM Device No.	Date Application/Plan Denied (if relevant)*
LPG-Fired Emergency IC Engine, rated at 85.92 BHP, equipped with a three-way catalyst and air-to-fuel ratio controller, driving a 50 KW emergency generator.	PO G10277 (A/N 514993)	n/a	n/a

*Attach copy of denial letter

7. Briefly describe the activity or equipment, and why it is necessary to the operation of your business. A schematic or diagram may be attached, in addition to the descriptive text.

The facility requires electricity to power telecommunications equipment and maintain cellular telecommunications services to the surrounding area, including emergency 911 coverage. If the site does not have power, then the equipment does not work, and the facility cannot provide the critical telecommunications services. In the event of a utility power failure, an emergency generator is used to power the site and an automatic transfer switch allows the generator to transfer the site load to the generator as needed. The generator is powered by an LPG-fired internal combustion engine which is operated whenever the utility power fails. The site has batteries that can power the site for a short period of time, but these are a last resort have limited capacity. The batteries are generally used for load transition and to avoid interruption in electrical supply to the facility when an outage occurs.

8. Is there a regular maintenance and/or inspection schedule for this equipment? Yes ☒ No ☐

If yes, how often: Monthly Date of last maintenance and/or inspection 10/2/2024

Describe the maintenance and/or inspection that was performed.

Generally, an AT&T technician will inspect the facility and equipment monthly to address routine maintenance tasks and to ensure there are no irregularities. In a typical engine maintenance cycle, the engine will be run for 15-30 minutes for reliability testing each month. Once-per-year, AT&T conducts expanded annual readiness testing, where the technician runs the engine for up to 4 hours to test the facility electrical system and to ensure that the generator will handle the site load properly and without issue. If either the annual testing or monthly inspections identify any problems with the engine or electrical systems, AT&T will engage with an engine maintenance contractor or electrical contractor, as applicable, to address said issues.

9. List all District rules, and/or permit conditions [indicating the specific section(s) and subsection(s)] from which you are seeking variance relief (if requesting variance from Rule 401 or permit condition, see Attachment A). Briefly explain how you are or will be in violation of each rule or condition (see Attachment A, Item 9, Example #2).

Rule	Explanation
Permit Condition #1	The engine must be operated in accordance with all data and specifications submitted with the application under which the permit was issued, including operating limits.
Permit Condition #4	The engine is not allowed to exceed 200 hours per year of total operations, including emergency use.
Rule 203(b)	The engine must not be operated contrary to permit conditions.

10. Are the equipment or activities subject to this request currently under variance coverage? Yes ☐ No ☒

Case No.	Date of Action	Final Compliance Date	Explanation

11. Are any other equipment or activities at this location currently (or within the last six months) under variance coverage? Yes ☐ No ☒

Case No.	Date of Action	Final Compliance Date	Explanation

[YOU MAY ATTACH ADDITIONAL PAGES IF NECESSARY]

12. Were you issued any Notice(s) of Violation or Notice(s) to Comply concerning this equipment or activity within the past year? Yes ☒ No ☐

If yes, you must attach a copy of each notice.

13. Have you received any complaints from the public regarding the operation of the subject equipment or activity within the last six months? Yes ☐ No ☒

If yes, you should be prepared to present details at the hearing.

14. Explain why it is beyond your reasonable control to comply with the rule(s) and/or permit condition(s). Provide specific event(s) and date(s) of occurrence(s), if applicable.

Due to unforeseen circumstances, an act of criminal mischief occurred at the facility that was completely out of AT&T control. On 6/28/2024 15:19, a power line that serviced AT&T's facility was significantly damaged by vandalism, leading to a loss of utility power at AT&T's facility. With the loss of power, the automated transfer switch activated the emergency generator to ensure that the facility could continue providing uninterrupted vital telecommunications services, including emergency 911 support, throughout the outage.

The vandalism caused damage to electrical infrastructure that was not AT&T's responsibility to maintain or repair. AT&T contacted the property owner by 7/1/2024 to inform them of the ongoing power outage and to request the repairs. The responsible party notified the United States Forest Service (USFS) of such acts and have provided AT&T the documentation submitted to the USFS. The responsible party eventually completed the repairs at the site to restore utility power on 7/17/2024. The engine was shut down on 7/17/2024.

The total runtime for the engine between 6/28/2024 and 7/17/2024 was 446.4 hours, causing the engine to exceed the permitted total operating limit of 200 hours for the calendar year. Prior to this incident, AT&T had accumulated a total of 18.6 hours of total runtime on the engine during 2024 and was not in violation. The amount of time it took for the repairs to be made to the vandalized electrical infrastructure, and AT&T's need to provide emergency power the facility to support critical telecommunications services in the meantime, led to the exceedance.

The engine was run again for testing and maintenance by a vendor on 8/7/2024.

AT&T did not shut down the engine when it reached 200 hours of operation because of the critical nature of the telecommunication services being provided, and site technician's misunderstanding of the SCAQMD operating limit during emergency use. The technicians responsible for overseeing the operations at this site are also responsible for operations at sites in neighboring air districts, where there are no operating limits for emergency use. The technician did not realize that the emergency and subsequent T&M operations caused an exceedance of the permitted operating limit until an SCAQMD inspection occurred at the site when the violation was identified. The inspection occurred on 8/21/2024 and the technician notified AT&T EH&S of the result of the inspection on the same date, alerting AT&T EH&S that a Notice of Violation would be issued. The technicians did not inform AT&T EH&S about the issue until the engine had already exceeded its permitted operating limit, which prevented AT&T from requesting an emergency variance to avoid the violation.

Due to fires burning in the areas near the facility, the local power utility company shut down power to the site on 9/19/2024 and 9/20/2024, during which the engine ran for one (1) hour on each day during these public safety power shutoff (PSPS) events. AT&T understands that these additional emergency operations may constitute additional violations; however, due to the critical nature of the site, AT&T believes that locking out the generator entirely may put the public health and safety at risk. AT&T has an obligation to the public to maintain emergency 911 telecommunications services at this site.

AT&T needs to maintain power to this critical telecommunications site and is seeking a variance to allow the engine to run for minimum readiness testing and for emergency purposes, as needed, through the end of the 2024 calendar year. This would include approximately 30 minutes of engine run time per month for readiness testing and would allow the engine to run in the event of future power failures without incurring additional violations. Since emergency operations cannot be predicted, it is not clear how many additional emergency use operating hours would be needed to ensure the telecommunications site stays online.

15. When and how did you first become aware that you would not be in compliance with the rule(s) and/or permit condition(s)? Provide specific event(s) and date(s) of occurrence(s).

On 8/21/2024, AT&T EH&S was notified by its site technician that a SCAQMD inspection had occurred, and that the facility would receive a Notice of Violation for the exceedance of the total operating hour limit in the permit. AT&T EH&S confirmed that the engine was shut down, would not be operated for any non-emergency operations, and investigated the circumstances of the exceedance.

16. List date(s) and action(s) you have taken since that time to achieve compliance. That the Petition Form HB-V, and any related instructions, include requirement that the Petitioner include a timeline in suitable, chronological format to address the events, dates, and actions called for by Questions 15 and 16, including the dates of communication with the South Coast AQMD to notify them of the occurrence(s) giving rise to the requested variance.

AT&T EH&S investigated the circumstances of the violation starting on 8/21/2024 and discussed with its management and legal counsel whether to shut the engine down for the remainder of the year, potentially risking the loss of a critical telecommunications hub responsible for emergency 911 support, or to file for a variance with SCAQMD to seek authorization to allow for additional readiness testing and emergency operations during this time, thereby ensuring that the site would remain online in the event of further power failures. On 9/12/2024, AT&T EH&S received authorization from its legal counsel to proceed with a Petition for Variance and retained its consultant to assist in the process. AT&T's consultant provided a copy of the variance petition and advised AT&T of how to initiate the process. On 9/16/2024, AT&T EH&S provided its consultant additional information about the facts and circumstances of the violation and asked its consultant to assist in the preparation of the variance petition.

On 10/2/2024, AT&T's technician inspected the site and equipment, including the emergency engine, but did not run the engine.

On 10/3/2024, AT&T and its consultant finalized the variance petition after confirming dates and details of the events leading to the exceedance.

Due to the vandalism being fully resolved by the responsible party AT&T does not believe this issue will have impact on future operations.

17. What would be the harm to your business during **and/or after** the period of the variance if the variance were not granted?

Economic losses: $ unknown

Number of employees laid off (if any): 0

Provide detailed information regarding economic losses, if any, (anticipated business closure, breach of contracts, hardship on customers, layoffs, and/or similar impacts).

The actual financial consequences if the variance is not granted are not known, but the possibility that a critical telecommunications hub would not be available to facilitate emergency 911 support could have significant impacts on the safety of anyone in the area. As a high fire threat area, and in the midst of several active/recent wildfires in Southern California, maintaining this critical telecommunications site with emergency 911 support is important.

18. Can you curtail or terminate operations in lieu of, or in addition to, obtaining a variance? Please explain.

To ensure that the telecommunications facility stays online, AT&T cannot commit to curtail or terminate emergency operations. AT&T also believes that periodic readiness testing of its emergency engine cannot be terminated for the remainder of the year. Terminating all readiness testing would pose a risk to the site losing power in the event of another power failure, which could lead to the loss of the critical telecommunications site and the loss of emergency 911 support in the area. AT&T is willing to discuss curtailments to readiness testing time, such as limiting monthly readiness testing to 30 minutes per month and would delay its extended annual testing event until 2025.

19. Estimate excess emissions, if any, on a daily basis, including, if applicable, excess opacity (the percentage of total opacity above 20% during the variance period). If the variance will result in no excess emissions, insert "N/A" here and skip to No. 20.

Pollutant	(A) Total Estimated Excess Emissions (lbs/day)	(B) Reduction Due to Mitigation (lbs/day)	(C)* Net Emissions After Mitigation (lbs/day)
NOx	0.227	0	0.227
VOC	0.045	0	0.045
CO	2.273	0	2.273
PM10	0.973	0	0.973
PM2.5	0.973	0	0.973
SOx	0.068	0	0.068
Benzene	6.31E-04	0	6.31E-04
1,3-Butadiene	2.65E-04	0	2.65E-04
Carbon Tetrachloride (Tetrachloromethane)	7.10E-06	0	7.10E-06
Ethylene Dibromide (1,2-Dibromoethane)	8.51E-06	0	8.51E-06
Ethylene Dichloride (1,2-Dichloroethane)	4.51E-06	0	4.51E-06
Formaldehyde	8.20E-03	0	8.20E-03
Methylene Chloride (Dichloromethane)	1.65E-05	0	1.65E-05
Naphthalene	3.88E-05	0	3.88E-05
Vinyl Chloride (Chloroethylene)	2.87E-06	0	2.87E-06
1,1,2,2-Tetrachloroethane	1.01E-05	0	1.01E-05
1,1,2-Trichloroethane (Vinyl Trichloride)	6.12E-06	0	6.12E-06
Acetaldehyde	1.12E-03	0	1.12E-03

[YOU MAY ATTACH ADDITIONAL PAGES IF NECESSARY]

Acrolein	1.05E-03	0	1.05E-03
Ammonia	1.26E-03	0	1.26E-03
Chloroform	5.49E-06	0	5.49E-06
Ethyl Benzene	9.92E-06	0	9.92E-06
Methanol	1.22E-03	0	1.22E-03
Styrene	4.75E-06	0	4.75E-06
Toluene	2.23E-04	0	2.23E-04
Xylenes (Mixed Isomers)	7.80E-05	0	7.80E-05

* Column A minus Column B = Column C

Excess Opacity: 0%

20. Show calculations used to estimate quantities in No. 19, **or** explain why there will be no excess emissions.

The maximum daily emissions were calculated using SCAQMD AER default emission factors for PM10, PM2.5, SOx. NOx, VOC and CO emission factors were provided on manufacturer spec sheets and reflect the use of a 3-way catalyst. TAC emissions are taken from the SCAQMD R1401 risk tool for a rich burn ICE without SCR or SNCR, and reflect the use of a 3-way catalyst.

Emissions are calculated by taking the controlled emission factor, in g/bhp-hr (NOx, CO and VOC), lbs/1000 gal (PM10, PM2.5 and SOx), or lbs/mmbtu (TACs) times 24 hours per day, which reflects a full day of emergency use or the worst case operating scenario.

Actual daily excess emissions are likely to be much lower, as the only predictable operations will be for monthly readiness testing, which may be limited to 0.5 hours per day.

21. Explain how you plan to reduce (mitigate) excess emissions during the variance period to the maximum extent feasible, or why reductions are not feasible.

AT&T will commit to limit non-emergency operations to no more than 0.5 hours per month during the variance period. This reflects an acceptable minimum readiness testing schedule. AT&T cannot curtail or predict emergency operations.

22. How do you plan to monitor or quantify emission levels from the equipment or activity(s) during the variance period, and to make such records available to the District? **Any proposed monitoring does not relieve RECLAIM facilities from applicable missing data requirements.**

AT&T will maintain an engine run log in conjunction with a non-resettable engine hour meter to monitor and record operations duration during the variance period. The emissions will be calculated based on the calculated hourly maximum emission rate times the number of operating hours in the log. The records can be provided to SCAQMD monthly during the variance period.

23. How do you intend to achieve compliance with the rule(s) and/or permit condition(s)? Include a detailed description of any equipment to be installed, modifications or process changes to be made, permit conditions to be amended, etc., dates by which the actions will be completed, and an estimate of total costs.

Compliance will be achieved on 1/1/2025 when the annual operating limits are reset for the 2025 calendar

year. No action is required to achieve compliance as the limit will reset automatically at the beginning of 2025.

24. State the date you are requesting the variance to begin: November 3, 2024; and the date by which you expect to achieve final compliance: January 1, 2025.

If the regular variance is to extend beyond one year, you **must** include a **Schedule of Increments of Progress**, specifying dates or time increments for steps needed to achieve compliance. See District Rule 102 for definition of Increments of Progress (see Attachment A, Item 24, Example #3).

List Increments of Progress here:
n/a

25. List the names of any District personnel with whom facility representatives have had contact concerning this variance petition or any related Notice of Violation or Notice to Comply.

Adebola John Ext. 2350

Ext.

If the petition was completed by someone other than the petitioner, please provide their name and title below.

Bill Winchester	Montrose Environmental Solutions, Inc.	Principal Scientist
Name	Company	Title

The undersigned, under penalty of perjury, states that the above petition, including attachments and the items therein set forth, is true and correct.

Executed on 10/4/2024, at 311 S. Akard Street, Dallas, Texas

Signature

Travis Bawcum
Print Name

Title: Assistant Secretary

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26. SMALL BUSINESS and TABLE III SCHEDULE A FEES: To be eligible for reduced fees for small businesses, individuals, or entities meeting small business gross receipts criterion [see District Rule 303(h)], you must complete the following:

Declaration Re Reduced Fee Eligibility

1. The petitioner is
   a) ☐ an individual, or
   b) ☐ an officer, partner or owner of the petitioner herein, or a duly authorized agent of the petitioner authorized to make the representations set forth herein.

If you selected 1a, above, skip item 2.

2. The petitioner is
   a) ☐ a business that meets the following definition of Small Business as set forth in District Rule 102:

   SMALL BUSINESS means a business which is independently owned and operated and meets the following criteria, or if affiliated with another concern, the combined activities of both concerns shall meet these criteria:

   (a) the number of employees is 10 or less; **AND**

Field Summary of Permit Requirements

Site Address: Strawberry Peak Lookout Road, San Bernardino, CA 92407

Permit Issued By: South Coast Air Quality Management District **AT&T Site No.** USID12375

Permit Number: G10277 **Summary Revision Date:** 4/29/2024

Permit Issuance: 3/1/2024 **Permit Expires:** 3/16/2025 **Renew By:** 3/16/2025

Equipment Description: Internal combustion engine, Generac, 10 cylinder, naturally aspirated, Model No. 6.8GLPN-50, 85.92 bhp, natural gas/LPG fueled, with a three-way catalytic converter and air/fuel ratio controller, driving an emergency electrical generator.

Operating Limits	Recordkeeping Requirements	Reporting Requirements	Monitoring Requirements
The following operating limits apply: **a) Testing and Maintenance (T&M): 50 hrs/yr;** **b) Total operation (including T&M): 200 hrs/yr.**	Maintain a monthly log of: a) emergency use hours of operation; b) T&M hours of operation; c) other operating hours (in log describe reason for use).	The annual emissions report for this engine is due by May 1st each year, for the previous calendar year. Ensure engine operating records for the previous calendar year are provided to AT&T EH&S by the end of January, each year.	Maintain a non-resettable four-digit (9,999) hour meter to indicate elapsed engine operating time.
Emergency operation may begin up to 30 minutes prior to a local rotating outage and must be terminated as soon as the utility company indicates that a rotating outage is no longer imminent or in effect.	For each manual start of the engine, include in the log: a) date of operation; b) specific reason for operation; c) timer reading in hours and tenths of hours at the beginning and end of operation.		Ensure that exhaust opacity does not exceed Ringelmann 1, or 20%, for more than 3 minutes in any hour.
Special SCAQMD Provisions for PSPS Events (SCAQMD Rule 118.1) The annual limit of 200 hours can be exceeded if PSPS events occurred only if the events are properly documented and reported. Additionally, the engine can be operated for up to three hours upon utility notification in anticipation of a an imminent PSPS event. The preemptive operating hours must be limited to 50 hours per year. See special PSPS Recordkeeping and Reporting Requirements.	**Additional PSPS Recordkeeping Requirements** To claim an exemption for PSPS events, maintain records of Electric Utility notice of pending shutoff event (date and Time), engine start and stop dates /time, and utility power cut-off and restoration dates/time. Records should include correspondence to and from Electric Utility.	**Additional PSPS Reporting Requirements** Notify SCAQMD within 48 hours of reaching 200 operating hours in a calendar year due in part or in whole to PSPS operations (1-800-CUT-SMOG). Also advise AT&T EHS. Include facility name, ID number, contact name, permit number and estimated hours of PSPS operations during the year. By January 15 of following year submit a report to SCAQMD confirming total annual operating hours, operating hours attributed to PSPS events, and supporting docs.	
Do not operate this engine as part of a demand response program or interruptible service contract.	By January 15th of each year, record annual operating hours for the previous calendar year, including: a) total hours of operation; b) total T&M hours.		
Only operate if the engine is equipped with a PCV system and three-way catalyst, and only use LPG fuel.	Retain the log and all other records for a minimum of **5 calendar years**. Make records available to District personnel upon request.		

Note: This table is a summary of permit and regulatory requirements created by AT&T for its personnel. Please refer to the permit for actual permit conditions.

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

DATE: 03/01/2024

CING10101254

EQUIPMENT LOCATED AT: STRAWBERRY PEAK LOOKOUT RD
SAN BERNARDINO,CA 92407

LEGAL OWNER OR OPERATOR CO. ID: 165640
NEW CINGULAR WIRELESS, PCS, LLC
P.O. BOX 5095 C/O ENV MGMT, RM 4W200M
SAN RAMON,CA,94583

PERMIT/APPLICATION RENEWAL

PERMIT/ APPL NBR	EQUIPMENT DESCRIPTION	NEXT RENEWAL DATE
BILLING YEAR: 2023		
G10277	I C E (50-500 HP) EM ELEC GEN-NAT GAS	03/16/2025

RECEIVED APR 0 4 2024

RECEIVED APR 02 2024

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765

PERMIT TO OPERATE

Permit No.
G10277
A/N 514993

This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.
If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

ID 165640

Legal Owner
or Operator: NEW CINGULAR WIRELESS, PCS, LLC
281 INDUSTRIAL DR
PLACERVILLE, CA 95667

Equipment Location: STRAWBERRY PEAK LOOKOUT RD, SAN BERNARDINO, CA 92407

Equipment Description :

INTERNAL COMBUSTION ENGINE, GENERAC, 10 CYLINDER, NATURALLY ASPIRATED, MODEL NO. 6.8GLPN-50, 85.92 BHP, NATURAL GAS/LPG FUELED, WITH A THREE WAY CATALYTIC CONVERTER AND AN AIR/FUEL RATIO CONTROLLER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR.

Conditions :

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A NON-RESETTABLE TOTALIZING TIMER SHALL BE INSTALLED AND MAINTAINED TO INDICATE THE ENGINE ELAPSED OPERATING TIME.

4. THIS ENGINE SHALL NOT OPERATE MORE THAN 200 HOURS IN ANY ONE YEAR, WHICH INCLUDES NO MORE THAN 50 HOURS IN ANY ONE YEAR FOR MAINTENANCE AND TESTING PURPOSES.

5. AN ENGINE OPERATING LOG OF ENGINE OPERATIONS SHALL BE KEPT AND MAINTAINED DOCUMENTING THE TOTAL TIME THE ENGINE IS OPERATED EACH MONTH AND THE SPECIFIC REASON FOR OPERATION AS:
   A. EMERGENCY USE.
   B. MAINTENANCE AND TESTING.
   C. OTHER (BE SPECIFIC).
   IN ADDITION, FOR EACH TIME THE ENGINE IS MANUALLY STARTED, THE LOG SHALL INCLUDE THE DATE OF ENGINE OPERATION, THE SPECIFIC REASON FOR OPERATION, AND THE TOTALIZING HOUR METER READING (IN HOURS AND TENTHS OF HOURS) AT THE BEGINNING AND THE END OF THE OPERATION.

6. ON OR BEFORE JANUARY 15TH OF EACH YEAR, THE OPERATOR SHALL RECORD IN THE ENGINE OPERATING LOG:

A. THE TOTAL HOURS OF ENGINE OPERATION FOR THE PREVIOUS CALENDAR YEAR, AND
B. THE TOTAL HOURS OF ENGINE OPERATION FOR MAINTENANCE AND TESTING FOR THE PREVIOUS CALENDAR YEAR.

7. ENGINE OPERATION LOG(S) SHALL BE RETAINED ON SITE FOR A MINIMUM OF FIVE CALENDAR YEARS AND SHALL BE MADE AVAILABLE TO THE EXECUTIVE OFFICER OR REPRESENTATIVE UPON REQUEST.

8. THE OPERATOR SHALL NOT PURCHASE ANY DIESEL FUEL UNLESS THE FUEL IS LOW SULFUR DIESEL FOR WHICH THE SULFUR CONTENT DOES NOT EXCEED 15 PPM BY WEIGHT. EFFECTIVE JANUARY 1, 2006, THE OPERATOR SHALL ONLY USE DIESEL FUEL WITH A SULFUR CONTENT THAT DOES NOT EXCEED 15 PPM BY WEIGHT, UNLESS THE OPERATOR DEMONSTRATES IN WRITING TO THE EXECUTIVE OFFICER THAT SPECIFIC ADDITIONAL TIME IS NECESSARY.

9. OPERATION BEYOND THE 50 HOURS PER YEAR ALLOTTED FOR ENGINE MAINTENANCE AND TESTING SHALL BE ALLOWED ONLY IN THE EVENT OF A LOSS OF GRID POWER OR UP TO 30 MINUTES PRIOR TO A ROTATING OUTAGE, PROVIDED THAT: (A) THE UTILITY DISTRIBUTION COMPANY HAS ORDERED ROTATING OUTAGES IN THE CONTROL AREA WHERE THE ENGINE IS LOCATED OR HAS INDICATED THAT IT EXPECTS TO ISSUE SUCH AN ORDER AT A CERTAIN TIME; AND (B) THE ENGINE IS LOCATED IN A UTILITY SERVICE BLOCK THAT IS SUBJECT TO THE ROTATING OUTAGE. ENGINE OPERATION SHALL BE TERMINATED IMMEDIATELY AFTER THE UTILITY DISTRIBUTION COMPANY ADVISES THAT A ROTATING OUTAGE IS NO LONGER IMMINENT OR IN EFFECT.

10. THIS ENGINE SHALL NOT BE USED AS PART OF AN INTERRUPTIBLE SERVICE CONTRACT IN WHICH A FACILITY RECEIVES A PAYMENT OR REDUCED RATES IN RETURN FOR REDUCING ELECTRICAL LOAD ON THE GRID WHEN REQUESTED TO DO SO BY THE UTILITY OR THE GRID OPERATOR.

11. THIS ENGINE SHALL BE A US EPA CERTIFIED, NON-ROAD COMPRESSION-IGNITION ENGINE, AS EVIDENCED BY THE MANUFACTURER'S ENGINE TAG.

NOTICE

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUTES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/WC01
10/7/2010

Ham's Electric Inc.
CRITICAL POWER SYSTEMS
www.hamselectric.com

Contractors License #504607

Job# 8675 FWD#_____ T & M

Att: Brendan Prachar Date: 07/24/2024

Location: 1029 Strawberry Lookout Road

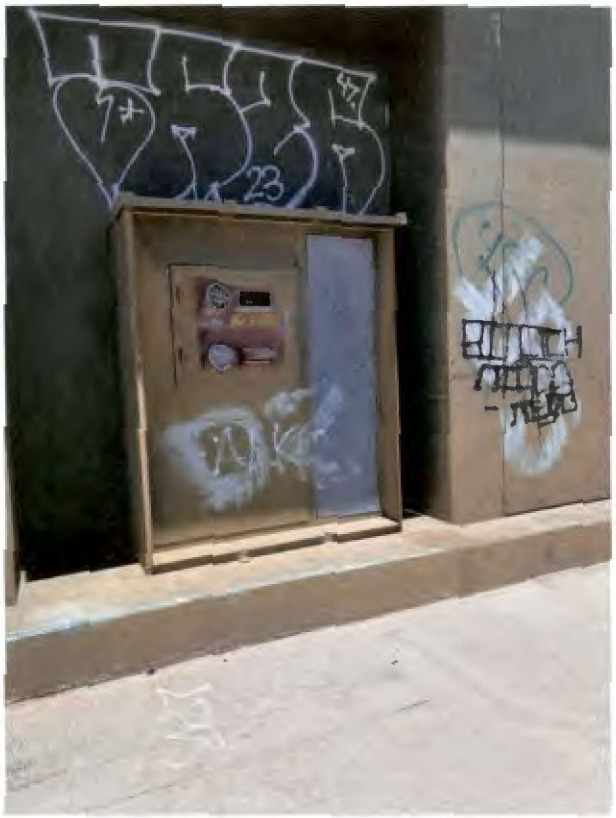
Ref: Twin Peaks Cell Tower

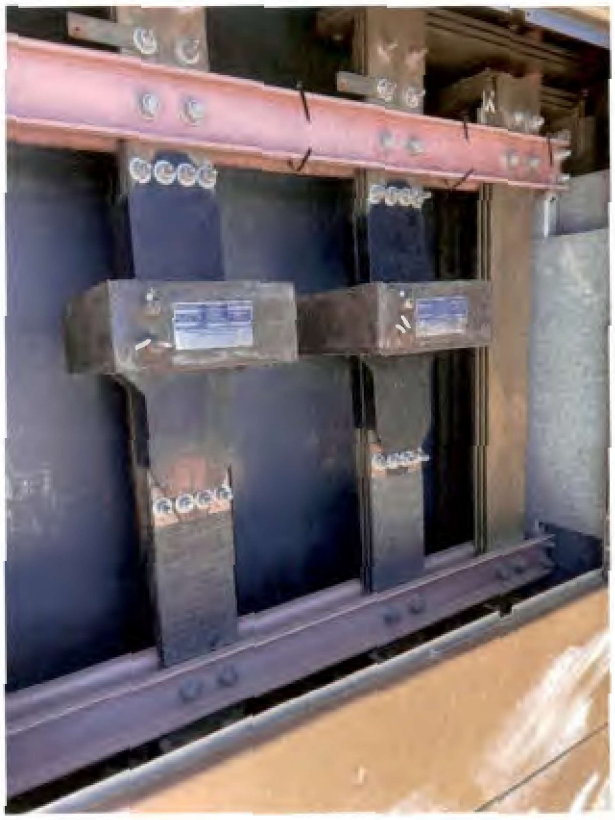
Scope:

7/2: Received emergency call from Brendan regarding a vandalism at cell phone site in Twin Peaks.

Dean was dispatched to the site and granted access by Jason from the county of San Bernardino. Upon inspection Dean noted that the Utility Switchgear was extremely vandalized and inoperable. The following conditions were found.

- Utility CT's cut flush onto bussing
- Utility Meter missing
- Utility CT test blocks missing
- NEMA 3R doors missing from enclosure
- Line side deenergized





7/2 Continued:
Ham's contacted Brendan to discuss findings and discovered he had a different electrical contractor out there prior to Ham's and was unaware of the work they had performed.
Ham's contacted the other electrical contractor "Eric" and were informed Edison came out and removed the test blocks as they were extensively damaged and they deemed the board unsafe to be energized due to the lack of doors and damage.
Breandan authorized Ham's to "do what it takes" to get Edison to restore power to the facility as it was running on emergency generators.

7/3-7/7:
Ham's worked behind the scenes with vendors trying to source the new test CT test blocks, doors and other required parts for Edison power restoration.
Originally, we wanted to have the new doors manufactured by switch gear company so they could be reissued to UL standards.
After being informed they had a 3–4-month lead time and were unavailable by others we called the county inspection team to see if they would be ok with custom fabricated non-UL listed doors.
The inspection team authorized this request as it was emergency vandalism repairs.

7/8:
Site meeting between Ryan, Dean, and video with Edison to discuss and design the custom doors that were going to need to be fabricated by Ham's

7/9:
Ham's was informed their requested Test block, Test block cover, and meter door where available at Western and CED Ontario. Ryan Acquisition these items from the shops.

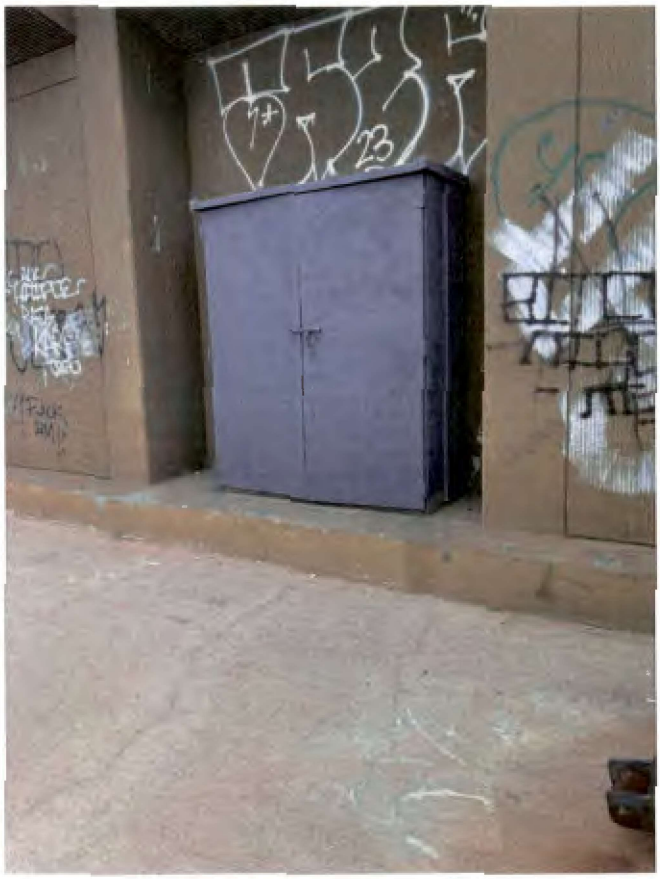
7/10:
Ham's worked with vendor to Fabricate, paint, and load welding Rig for install the following day

7/11:
Ham's worked to weld hinges of new doors to switchboard and fabricate a locking mechanism to Edisons required standards.

7/12:
Ham's performed final touches I.E. painting, terminal block and meter port install, site cleanup
Informed Edison and Brendan the site is now ready for reenergization of utility.

7/15:
Ham's followed up with Edion
Edison's meter tech went to the site signed off the repairs, installed new CT's, and meter
Power to be released as a lineman trouble man in the area became available
Info relayed to Brendan

7/16:
Ham's followed up with Edison again and were told power fully restored and building should be in "Normal" state.
Brendan was informed and he relayed the information to T-Mobile and AT&T as needed.



(Adopted January 9, 1976)(Amended January 5, 1990)(Amended December 3, 2004)

RULE 203. PERMIT TO OPERATE

(a) A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202.

(b) The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

2012 EPA SPARK-IGNITED EXHAUST EMISSIONS DATA

Effective since 2009, the EPA has implemented exhaust emissions regulations on stationary spark-ignited (gaseous) engine generators for emergency applications. All Generac spark-ignited gensets, including SG, MG, QTA and QT series gensets, that are built with engines manufactured in 2009 and later meet the requirements of 40CFR part 60 subpart JJJJ and are EPA certified. These generator sets are labeled as EPA Certified with decals affixed to the engines' valve cover(s).

The attached documents summarize the general information relevant to EPA certification on these generator sets. This information can be used for submittal data and for permitting purposes, if required. These documents include the following information:

EPA Engine Family
The EPA Engine Family is assigned by the Manufacturer under EPA guidelines for certification purposes and appears on the EPA certificate.

Catalyst Required
Indicates whether an exhaust catalyst and Air/Fuel Ratio control system are required on the generator set to meet EPA certification requirements. Generally, units rated 80kW and smaller do not require a catalyst to meet EPA certification requirements. Please note that some units that do not require a catalyst to meet EPA requirements do need a catalyst if the California SCAQMD option is selected. Please see "California SCAQMD" below for additional information on this option.

Combination Catalyst or Separate Catalyst
SG and MG series generator sets typically utilize a single combination catalyst/silencer as part of meeting EPA certification requirements. Many QT and QTA series generator sets use the same engines as SG and MG series units, but have different exhaust configurations that require the use of conventional silencers with additional separate catalysts installed.

EPA Certificate Number
Upon certification by the EPA, a Certificate Number is assigned by the EPA.

Emissions Actuals - Grams/bhp-hr
Actual exhaust emission data for Total Hydrocarbons (THC), Nitrogen Oxides (NOx) and Carbon Monoxide (CO) that were submitted to EPA and are official data of record for certification. This data can be used for permitting if necessary. Values are expressed in grams per brake horsepower-hour; to convert to grams/kW-hr, multiply by 1.341. Please see advisory notes below for further information.

California Units, SCAQMD CEP Number
A separate low-emissions option is available on many Generac gaseous-fueled generator sets to comply with the more stringent South Coast Air Quality Management District requirements that are recognized in certain areas in California. Gensets that include this option are also EPA Certified.

General Advisory Note to Dealers

The information provided here is proprietary to Generac and its' authorized dealers. This information may only be disseminated upon request, to regulatory governmental bodies for emissions permitting purposes or to specifying organizations as submittal data when expressly required by project specifications, and shall remain confidential and not open to public viewing. This information is not intended for compilation or sales purposes and may not be used as such, nor may it be reproduced without the expressed written permission of Generac Power Systems, Inc.

Advisory Notes on Emissions Actuals

- The stated values are actual exhaust emission test measurements obtained from units representative of the generator types and engines described.
- Values are official data of record as submitted to the EPA and SCAQMD for certification purposes. Testing was conducted in accordance with prevailing EPA protocols, which are typically accepted by SCAQMD and other regional authorities.
- No emission values provided are to be construed as guarantees of emissions levels for any given Generac generator unit.
- Generac Power Systems reserves the right to revise this information without prior notice.
- Consult state and local regulatory agencies for specific permitting requirements.
- The emissions performance data supplied by the equipment manufacturer is only one element required toward completion of the permitting and installation process. State and local regulations may vary on a case-by-case basis and must be consulted by the permit applicant/equipment owner prior to equipment purchase or installation. The data supplied herein by Generac Power Systems cannot be construed as a guarantee of installability of the generator set.
- The emission values provided are the result of multi-mode, weighted scale testing in accordance with EPA testing regulations, and may not be representative of any specific load point.
- The emission values provided are not to be construed as emission limits.

GENERAC®

2012 EPA Certified Gas Industrial Generators - California Units

	Model	Engine	EPA Engine Family	Fuel	CAT Req'd	SCAQMD CEP #	EPA Cert #	Grams/bhp-hr.			Rated RPM	BHP	Fuel Flow (lb/hr)
								THC	NOx	CO			
Small Spark Ignited Engines - SSIE (SORE)	QTA25	2.4	CGNXB02.42NN	NG	No	NR	CGNXB02.42NN-009	2.14	2.37	93.95	1800	38.39	16.52
	QTA25	2.4	CGNXB02.42NL	LPG	No	NR	CGNXB02.42NL-018	1.43	4.38	86.18	1800	43.29	17.59
	SG030	5.4	CGNXB05.42L1	NG	Yes	530212	CGNXB05.42L1-037	0.38	0.22	0.64	1800	81.95	24.91
	SG030	5.4	CGNXB05.42L2	LPG	Yes	530215	CGNXB05.42L2-038	0.04	0.10	0.70	1800	81.70	29.13
	SG035	5.4	CGNXB05.42L1	NG	Yes	530212	CGNXB05.42L1-037	0.38	0.22	0.64	1800	81.95	24.91
	SG035	5.4	CGNXB05.42L2	LPG	Yes	530215	CGNXB05.42L2-038	0.04	0.10	0.70	1800	81.70	29.13
	SG040	5.4	CGNXB05.42L1	NG	Yes	530212	CGNXB05.42L1-037	0.38	0.22	0.64	1800	81.95	24.91
	SG040	5.4	CGNXB05.42L2	LPG	Yes	530215	CGNXB05.42L2-038	0.04	0.10	0.70	1800	81.70	29.13
	SG045	5.4	CGNXB05.42L1	NG	Yes	530212	CGNXB05.42L1-037	0.38	0.22	0.64	1800	81.95	24.91
	SG045	5.4	CGNXB05.42L2	LPG	Yes	530215	CGNXB05.42L2-038	0.04	0.10	0.70	1800	81.70	29.13
	SG050	5.4	CGNXB05.42L1	NG	Yes	530212	CGNXB05.42L1-037	0.38	0.22	0.64	1800	81.95	24.91
	SG050	5.4	CGNXB05.42L2	LPG	Yes	530215	CGNXB05.42L2-038	0.04	0.10	0.70	1800	81.70	29.13
	SG050	6.8	CGNXB06.82L5	NG	Yes	470347	CGNXB06.82L5-024	0.21	0.02	0.19	1800	85.65	33.10
	SG050	6.8	CGNXB06.82L6	LPG	Yes	470347	CGNXB06.82L6-025	0.01	0.05	0.50	1800	85.92	34.14
	SG060	6.8	CGNXB06.82L5	NG	Yes	468721	CGNXB06.82L5-024	0.22	0.02	0.35	1800	99.58	37.58
	SG060	6.8	CGNXB06.82L6	LPG	Yes	468721	CGNXB06.82L6-025	0.01	0.01	0.76	1800	99.15	38.69
	SG070	6.8	CGNXB06.82L3	NG	Yes	470208	CGNXB06.82L3-022	0.20	0.04	0.49	1800	110.64	41.00
	SG070	6.8	CGNXB06.82L4	LPG	Yes	470208	CGNXB06.82L4-023	0.08	0.07	0.91	1800	112.42	42.35
	SG080	6.8	CGNXB06.82L3	NG	Yes	486425	CGNXB06.82L3-022	0.17	0.02	1.07	2300	124.95	48.12
	SG080	6.8	CGNXB06.82L4	LPG	Yes	486425	CGNXB06.82L4-023	0.03	0.02	1.25	2300	125.11	49.05
Large Spark Ignited Engines - LSIE	SG100	6.8	CGNXB06.82C3	NG	Yes	474706	CGNXB06.82C3-026	0.46	0.11	1.95	2300	150.96	55.87
	SG100	6.8	CGNXB06.82C4	LPG	Yes	474707	CGNXB06.82C4-027	0.08	0.11	1.83	2300	164.22	62.95
	SG100 (DF)	6.8	CGNXB06.82C3	NG & LP	Yes	505548	CGNXB06.82C3-026	0.46	0.11	1.95	2300	150.96	55.87
	SG130	6.8	CGNXB06.82C3	NG	Yes	468191	CGNXB06.82C3-026	0.06	0.05	0.92	3000	193.49	72.31
	SG130	6.8	CGNXB06.82C4	LPG	Yes	468191	CGNXB06.82C4-027	0.03	0.21	1.06	3000	208.48	79.99
	SG130 (DF)	6.8	CGNXB06.82C3	NG & LP	Yes	480473	CGNXB06.82C3-026	0.06	0.05	0.92	3000	193.49	72.31
	SG150	6.8	CGNXB06.82C3	NG	Yes	491605	CGNXB06.82C3-026	0.18	0.14	1.54	3600	231.00	91.34
	SG150	6.8	CGNXB06.82C4	LPG	Yes	491605	CGNXB06.82C4-027	0.03	1.18	1.56	3600	230.13	89.41
	SG150 (DF)	6.8	CGNXB06.82C3	NG & LP	Yes	480069	CGNXB06.82C3-026	0.18	0.14	1.54	3600	231.00	91.34
	SG150	12.9	CGNXB12.92C2	NG	Yes	532838	CGNXB12.92C2-039-R02	0.53	0.13	0.53	1800	307.87	107.99
	MG150	12.9	CGNXB12.92C2	NG	Yes	532839	CGNXB12.92C2-039-R02	0.53	0.13	0.53	1800	307.87	107.99
	SG175	12.9	CGNXB12.92C2	NG	Yes	532838	CGNXB12.92C2-039-R02	0.53	0.13	0.53	1800	307.87	107.99
	SG200	12.9	CGNXB12.92C2	NG	Yes	532838	CGNXB12.92C2-039-R02	0.53	0.13	0.53	1800	307.87	107.99
	MG200	12.9	CGNXB12.92C2	NG	Yes	532839	CGNXB12.92C2-039-R02	0.53	0.13	0.53	1800	307.87	107.99
	MG/SG150	13.3	CGNXB13.32C6	NG	Yes	471072	CGNXB13.32C6-016	0.36	0.08	0.78	1800	242.63	89.91
	SG175	13.3	CGNXB13.32C6	NG	Yes	472652	CGNXB13.32C6-016	0.33	0.08	0.92	1800	273.74	100.38
	MG/SG200	13.3	CGNXB13.32C6	NG	Yes	472069	CGNXB13.32C6-016	0.28	0.10	0.78	1800	309.22	112.08
	SG230	13.3	CGNXB13.32C1	NG	Yes	518666	CGNXB13.32C1-015	0.05	0.14	0.60	2300	429.66	152.38
	SG250	13.3	CGNXB13.32C1	NG	Yes	518666	CGNXB13.32C1-015	0.05	0.14	0.60	2300	429.66	152.38
	MG250	13.3	CGNXB13.32C1	NG	Yes	518665	CGNXB13.32C1-015	0.05	0.14	0.60	2300	429.66	152.38
	SG275	13.3	CGNXB13.32C1	NG	Yes	518666	CGNXB13.32C1-015	0.05	0.14	0.60	2300	429.66	152.38
	SG300	13.3	CGNXB13.32C1	NG	Yes	518664	CGNXB13.32C1-015	0.05	0.05	0.81	2300	467.72	165.45
	MG300	13.3	CGNXB13.32C1	NG	Yes	518663	CGNXB13.32C1-015	0.05	0.05	0.81	2300	467.72	165.45

(DF): Dual Fuel NR: Not Required

Default Combustion Emission Factors

Revised January 2022

Criteria Pollutant Emission Factors

External Combustion Equipment (for all sizes)

Fuel Type (fuel unit)	Organic Gases (lb/unit)	Nitrogen Oxides (lb/unit)	Sulfur Oxides (lb/unit)	Carbon Monoxide (lb/unit)	Particulate Matter (lb/unit)
Natural Gas (mmscf) / Boilers Only	5.50	100.00	0.60	84.00	7.60
Natural Gas (mmscf) / Other Equipment	7.00	130.00	0.60	35.00	7.50
LPG, Propane, Butane (1000 gal.)	0.26	12.80	4.60	3.20	0.28
Diesel/Distillate Oil (1000 gal.)	1.32	20.00	0.21	5.00	2.00

Internal Combustion Engines (ICE) (for all sizes)

Fuel Type (fuel unit) / Engine Type	Organic Gases (lb/unit)	Nitrogen Oxides (lb/unit)	Sulfur Oxides (lb/unit)	Carbon Monoxide (lb/unit)	Particulate Matter (lb/unit)
Natural Gas (mmscf) / 2 Stroke (Lean-Burn) ICE	122.00	3,233.00	0.60	394.00	39.00
Natural Gas (mmscf) / 4 Stroke (Lean-Burn) ICE*	120.00	4,162.00	0.60	323.00	10.00
Natural Gas (mmscf) / 4 Stroke (Rich-Burn) ICE	30.00	2,254.00	0.60	3,794.00	10.00
Natural Gas (mmscf) / Micro Turbine	77.7	54.4	0.6	466.00	6.73
LPG, Propane, Butane (1000 gal.) / All ICEs & Micro Turbine	83.00	139.00	0.35	129.00	5.00
Diesel/Distillate Oil (1000 gal.) / All ICEs & Micro Turbine	37.5	469.00	0.21	102.00	33.50
Gasoline (1000 gal.) / All ICEs & Micro Turbine	206.00	102.00	5.30	3,940.0	6.50

* If engine specification is not available, assume 4 Stroke (Lean-Burn) ICE.

Toxic Air Contaminant (TAC) Emission Factors

The TAC emissions required to be annually reported and their annual emissions thresholds are presented in Rule 301 Table IV (see below). Default combustion emission factors, and additional TAC emissions required to be reported for AB2588 and criteria pollutant facilities defined by ARB's Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants (CTR) can be found in Appendix B of the AB 2588 Quadrennial Air Toxics Emissions Inventory Reporting Procedures, June 2020.

The default TAC combustion emission factors from the AB2588 Quadrennial Air Toxics Emissions Inventory Reporting Procedures, June 2020 are pre-populated in the AER web tool. Turbine emission factors are used as surrogates for natural gas, LPG, propane, and butane microturbines.

Rule 301 - Table IV

CAS No.	Toxic Air Contaminants	Annual Emission Thresholds (lbs)
1332214	Asbestos	0.0001
71432	Benzene	2
7440439	Cadmium	0.01
56235	Carbon tetrachloride	1
106934	Ethylene dibromide	0.5
107062	Ethylene dichloride	2
75218	Ethylene oxide	0.5
50000	Formaldehyde	5
18540299	Hexavalent chromium	0.0001
75092	Methylene chloride	50
7440020	Nickel	0.1
127184	Perchloroethylene	5
106990	1,3-Butadiene	0.1
7440382	Inorganic arsenic	0.01
7440417	Beryllium	0.001
75014	Vinyl chloride	0.5
7439921	Lead	0.5
123911	1,4-Dioxane	5
79016	Trichloroethylene	20
1086	Chlorinated dioxins, without individual isomers reported	0.000001
1746016	2,3,7,8-TCDD	0.000001
3268879	1-8OctaCDD	0.000001
19408743	1-3,7-9HxCDD	0.000001
35822469	1-4,6-8HpCDD	0.000001
39227286	1-4,7,8HxCDD	0.000001
40321764	1-3,7,8PeCDD	0.000001

Rule 301 - Table IV (continued)

CAS No.	Toxic Air Contaminants	Annual Emission Thresholds (lb)
57653857	1-3,6-8HxCDD	0.000001
1080	Chlorinated dibenzofurans, without individual isomers reported	0.000001
39001020	1-8OctaCDF	0.000001
51207319	2,3,7,8-TCDF	0.000001
55673897	1-4,7-9HpCDF	0.000001
57117314	2-4,7,8PeCDF	0.000001
57117416	1-3,7,8PeCDF	0.000001
57117449	1-3,6-8HxCDF	0.000001
60851345	2-4,6-8HxCDF	0.000001
67562394	1-4,6-8HpCDF	0.000001
70648269	1-4,7,8HxCDF	0.000001
72918219	1-3,7-9HxCDF	0.000001
1151	Polycyclic aromatic hydrocarbons, PAHs (without individual isomers reported)	0.2
50328	Benzo[a]pyrene [PAH, POM]	0.2
53703	Dibenz[a,h]anthracene [PAH, POM]	0.2
56495	3-Methylcholanthrene [PAH, POM]	0.2
56553	Benz[a]anthracene [PAH, POM]	0.2
57976	7,12-Dimethylbenz(a)Anthracene [PAH, POM]	0.2
91203	Naphthalene [PAH, POM]	0.2
189559	Dibenzo[a,i]pyrene [PAH, POM]	0.2
189640	Dibenzo[a,h]pyrene [PAH, POM]	0.2
191300	Dibenzo[a,l]pyrene [PAH, POM]	0.2
192654	Dibenzo[a,e]pyrene [PAH, POM]	0.2
193395	Indeno[1,2,3-cd]pyrene [PAH, POM]	0.2
194592	7H-Dibenzo(c,g)Carbazole [PAH, POM]	0.2
205823	Benzo[j]fluoranthene [PAH, POM]	0.2
205992	Benzo[b]fluoranthene [PAH, POM]	0.2
207089	Benzo[k]fluoranthene [PAH, POM]	0.2
218019	Chrysene [PAH, POM]	0.2
224420	Dibenz(a,j)Acridine [PAH, POM]	0.2
226368	Dibenz(a,h)Acridine [PAH, POM]	0.2
602879	5-Nitroacenaphthene [PAH, POM]	0.2
607578	2-Nitrofluorene [PAH, POM]	0.2
3697243	5-Methylchrysene [PAH, POM]	0.2
5522430	1-Nitropyrene [PAH, POM]	0.2

Rule 301 - Table IV (concluded)

CAS No.	Toxic Air Contaminants	Annual Emission Thresholds (lb)
7496028	6-Nitrochrysene [PAH, POM]	0.2
42397648	1,6-Dinitropyrene [PAH, POM]	0.2
42397659	1,8-Dinitropyrene [PAH, POM]	0.2
57835924	4-Nitropyrene [PAH, POM]	0.2
9901	Diesel Particulate Matter	0.1

Ammonia Emission Factors

Ammonia is required to be annually reported and its annual emissions threshold (200 pounds) is presented in Table III of Rule 301. Default ammonia emission factors from fuel combustion can be found in Appendix B of the AB 2588 Quadrennial Air Toxics Emissions Inventory Reporting Procedures, June 2020.

Pollutant	Control Efficiency
PAHs	0.977
VOCs	0.977

Code	Compound	EF (lb/mmbtu)	EF (lb/mmcf)
B1	Benzene	1.53E-03	1.61E+00
B12	1,3-Butadiene	6.44E-04	6.76E-01
C5	Carbon Tetrachloride (Tetrachloromethane)	1.72E-05	1.81E-02
E5	Ethylene Dibromide (1,2-Dibromoethane)	2.07E-05	2.17E-02
E6	Ethylene Dichloride (1,2-Dichloroethane)	1.10E-05	1.15E-02
F2	Formaldehyde	1.99E-02	2.09E+01
M13	Methylene Chloride (Dichloromethane)	4.00E-05	4.20E-02
P42	Benz(a)Anthracene		
P43	Benzo(a)Pyrene		
P44	Benzo(b)Fluoranthene		
P46	Benzo(k)Fluoranthene		
P47	Chrysene		
P59	Indeno(1,2,3-c,d)Pyrene		
P62	Naphthalene	9.43E-05	9.90E-02
V4	Vinyl Chloride (Chloroethylene)	6.97E-06	7.32E-03
T1	1,1,2,2-Tetrachloroethane	2.46E-05	2.58E-02
T7	1,1,2-Trichloroethane (Vinyl Trichloride)	1.49E-05	1.56E-02
A1	Acetaldehyde	2.71E-03	2.85E+00
A3	Acrolein	2.55E-03	2.68E+00
A9	Ammonia	1.71E-02	1.80E+01
C11	Chloroform	1.33E-05	1.40E-02
E3	Ethyl Benzene	2.41E-05	2.53E-02
H6	n-Hexane		
M5	Methanol	2.97E-03	3.12E+00
S6	Styrene	1.15E-05	1.21E-02
T3	Toluene	5.42E-04	5.69E-01
X1	Xylenes (Mixed Isomers)	1.90E-04	1.99E-01