

ORIGINAL

SOUTH COAST AQMD  
CLERK OF THE BOARD  
2024 AUG -2 PM 12: 13

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

IV-8/29/24  
RV-10/17/24

PETITIONER: UNITED STATES NAVY

CASE NO: 4518-10

FACILITY ID: 800263

FACILITY ADDRESS: Naval Auxiliary Landing Field (NALF) San Clemente Island  
[location of equipment/site of violation; specify business/corporate address, if different, under Item 2, below]

City, State, Zip: San Clemente CA, 92672

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).

David E. Silverstein Chris Kasprovich, Supervisory Physical Scientist

Associate Counsel NAVFAC Southwest Environmental Compliance Branch Manager

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San Diego, CA Zip 92132 San Diego, CA Zip 92135-7088

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3. RECLAIM Permit  Yes  No Title V Permit  Yes  No

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)

This petition covers permitted emergency generators running due to a power loss caused by a fire on San Clemente Island (SCI) that impacted over 13,000 acres. This petition is submitted prior to these generators exceeding their 200 hours/year permit limit. From July 29, 2024, when Petitioner learned extent of damage to August 3, 2024 when the permitted hours expire is not sufficient time to have a noticed hearing.

Timeline:  
The fire started the morning of July 23, 2024, on the southwest side of the island. Firefighting, containment, and control efforts continued between then and July 28; there was limited access to the fire area.

The two backup engines started automatically on July 27, indicating power loss to that part of the island. The damage extent was unclear, and a more comprehensive assessment was not possible until July 29. On July 29, we ascertained that fire damage would not be easily fixed. The fire had damaged 136 utility poles, approximately 9 miles of high voltage power lines, and one transformer. The cited engines' hour limits will be reached on August 3; it is clear the fire damage will take much longer to repair.

The Navy contacted SCAQMD on Tuesday, July 30 to explore its options. SCAQMD staff recommended the Navy request an emergency and a regular variance from the 200-hour limit on each of the two engines being used for its affected area power.

Early July 31, the Navy requested advice from the Clerk of the Hearing Board concerning its planned filing. A petition was initially submitted to the Clerk of the Hearing Board on August 1. Filing was further delayed to furnish more information in the Petition at the recommendation of the Clerk of Hearing Board.

In summary,

- (1) A fire has taken out regular power in the southern end of San Clemente Island,
- (2) Vital sites on the island are impacted, including Mt. Thirst and Vista, which provide communications support to the FAA, USCG, and armed forces,
- (3) These sites are operating on backup power, and
- (4) The Navy's use of that backup power will violate SCAQMD limits on August 3.
- (5) It is our belief a variance from the 200 hour per year operating limit is justified. Under the circumstances it is not possible to have a noticed hearing at this time.

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

The facility is a Navy auxiliary landing field on San Clemente Island that supports extensive training operations. It also supports extensive communication systems used by the Federal Aviation Administration (FAA), Coast Guard, and U.S. armed forces.

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	Permit No.	Title V Permit Device No.	Date Application/Plan Denied (if relevant)*
Emergency Internal Combustion Engine	161208	D21, Mt. Thirst Communications	N/A
Emergency Internal Combustion Engine	392660	D200, Vista Communications	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.

Because of the fire, power for many of SCI's sites has been lost, with extensive damage incurred by the island's power transmission network. The Navy is meeting power requirements by operating two permitted backup generator sets. These sets are limited to 200 hours per year. Although they are currently in compliance, normal power cannot be restored before the limit is reached, which is anticipated to occur on 3 August 2024.

Equipment and operations on San Clemente Island are critical to national defense and federal activities; they require power for operations and maintenance. FACSFAC Detachment SCI, an island user, operates over 400 pieces of communication equipment that include radar, microwave transceivers, and tactical data links.

FACSFAC San Diego is responsible for the management and scheduling of designated military offshore operating areas in SOCAL Warning Area 291 (W-291) and NOCAL (W-260, 283, 285, and 513). W-291 is one of the Special Use Airspace areas controlled by FACSFAC SD in the SOCAL Operating Area. It is the single point of contact with the FAA for the coordination of EASTPAC carrier flight operations that enter and/or impact the National Airspace System. FACSFAC San Diego is designated the EASTPAC Sub-Region military SAR executive agent. FACSFAC San Diego also supports commercial air services. Fleet warfare readiness training and target services are also provided by the Southern California Offshore Range (SCORE), another department of FACSFAC San Diego, which manages and operates 27 training range sites on San Clemente Island.

The Navy also maintains equipment on SCI for the US Air Force, Coast Guard Rescue 21, Sheriff's Department, FAA, and academic research labs. Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system, which was created to better locate mariners in distress and save lives and property at sea and on navigable rivers.

These operations require an ongoing source of power to maintain system security, communication, and other operational requirements.

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

If yes, how often: At least weekly operational checks and annual maintenance

Date of last maintenance and/or inspection 31 July 24

Describe the maintenance and/or inspection that was performed.

Not applicable. This petition is not in response to equipment failure; it instead would allow operation of two permitted emergency engines until the fire caused damage is repaired.

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 C1.1	The operator shall limit the operating time to no more than 200 hours per year.
Rule 3002 (c)(1)	Requiring compliance with 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

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. Not applicable.

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.

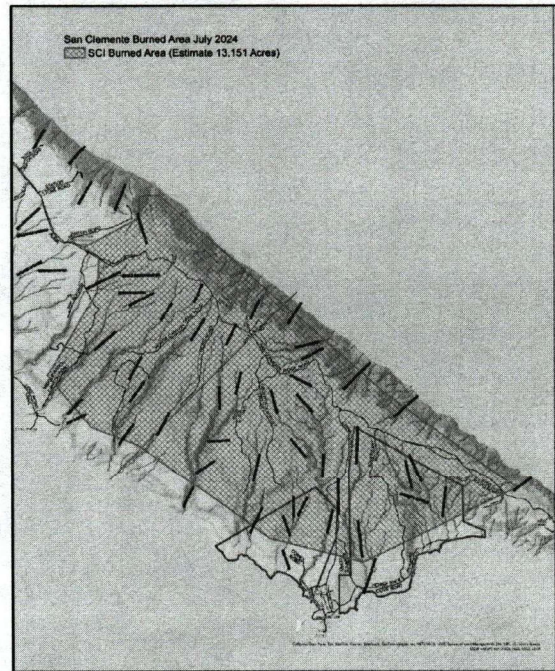
The Navy is in the process of hiring qualified contractors via a legally mandatory fair and open contracting process to repair the damage. This process may take several months. The magnitude of the damage, and the island's remote location further complicates repairs. Regardless of the damage, critical operations on the Island require power. The Navy's only reasonable option at present is to use the permitted emergency engines until critical electrical infrastructure is repaired or replaced.

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).

The fire started on July 24, 2024. Power was lost on July 27, causing the two engines to come on. Due to fire and fire response, there was limited access until July 29. At that point the Navy ascertained, that damage was severe, affecting 136 utility poles, approximately 9 miles of high voltage power lines, and one transformer. Although the generators currently comply with their hour limits, it was quickly established that the 200-hour limit for each generator set would be exceeded before any repairs could be started or other sources of power be identified and installed. The Navy contacted SCAQMD on Tuesday, July 30 to explore its options. SCAQMD staff recommended the Navy file for an emergency and a regular variance from the 200-hour per limit on the two engines being used for its affected facilities power. Early Wednesday, the Navy contacted the Clerk of the Hearing Board for advice on filing the petition. The Navy has been in coordination with the Clerk of the Hearing Board since then.

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.

The Navy has been in communication with the SCAQMD staff since Tuesday, July 30, and with the Clerk of the Hearing Board since Wednesday, July 31, and based on staff's recommendation, is filing this petition. The Navy is working on securing contractor support for damage repair and evaluating other feasible options for facility power. Our damage assessment, coupled with projected hiring and repair completion estimates, forces us to conclude it will be several months before normal power is restored and the emergency engines are secured.



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: \$ Not applicable

Number of employees laid off (if any): Not applicable

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

NALF San Clemente Island is a critical Navy training facility. If this variance is not granted, critical operations on the island will be without power affecting communication equipment that directly supports National Security operations as well as FAA flight tracking equipment which is critical to personnel safety and operational security. The FAA operations are also critical to safety of commercial air traffic. Critical US Air Force, Coast Guard, and Sheriff's Department operations will also be affected.

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

The two emergency engines subject to this petition provide power to facilities and operations that support National Security and public safety operations and therefore, cannot be closed or curtailed. Also, as stated above, Mount Thirst location is part of the local communications hub for shipping and aircraft operations. Were this facility not operational, the FAA will not be able to keep track of all flights, which could lead to serious safety concerns. The facilities also house various radars for safe passage of shipping and the Coast Guard Rescue 21 System, which supports rescue operations for mariners in distress in the entire SOCAL maritime area. These are essential public services, or analogous to essential public services. Closing or curtailing these services would not have a corresponding benefit to air quality, given the relatively small magnitude of emissions and remote location. No nuisance would be created by granting this Variance.

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)	(B)	(C)*
	Total Estimated Excess Emissions (lbs/day)	Reduction Due to Mitigation (lbs/day)	Net Emissions After Mitigation (lbs/day)
Please see below			

\* Column A minus Column B = Column C

Excess Opacity: not expected \_\_\_\_\_ %

Permit Device	BHP	Alternative EF Source	CO	NO <sub>x</sub>	PM10	ROG	Hours	Load	Daily Diesel Usage	CO	NO <sub>x</sub>	PM10	ROG
			(lb/1,000 gal)						1,000 gal	Emissions (lb/day)			
D21	516	AQMD Default	102	469	33.5	37.5	24	50%	0.316	32.27	148.38	10.60	11.86
D200	170	Permit Limits; NO <sub>x</sub> from E.O.	347.98	219.80	15.56	40.94	24	50%	0.110	38.23	24.15	1.71	4.50
									<b>Total</b>	<b>70.50</b>	<b>172.53</b>	<b>12.31</b>	<b>16.36</b>

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

For each engine:

Emissions (lb/day) = Fuel usage (1000 gal/hour) \* emission factor (lb/1000 gallons consumed). Please see above for emission factors and engine load data.

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.

The Navy will continue exploring and implementing options for completing repairs in a way that minimizes the time the engines must be used. The Navy will also assess other options available for powering these facilities until the damaged infrastructure is repaired.

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.**

The Navy will use the non-resettable hour meter on each engine to track the hours the engines will be operating during the variance period. This information will be available to the District upon request.

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.

Once normal power is restored, the emergency engines will be turned off, with the normal permit limit of less than 200 hours per year applying.

24. State the date you are requesting the variance to begin: 8/2/2024; and the date by which you expect to achieve final compliance: 8/2/2025 Petitioner Understands that this will require a noticed Interim and Regular Variance.

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: Not applicable

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.

Daniel Hernandez, Air Quality Inspector II, (909) 396-2190, [dhernandez@aqmd.gov](mailto:dhernandez@aqmd.gov)

Davian Vernon, Supervising AQ Inspector, (909) 396- 2131, [dvernon1@aqmd.gov](mailto:dvernon1@aqmd.gov)

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

Name	Company	Title
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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 8/2/2024, at San Diego, California

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Date: 2024.08.02 11:35:17 -07'00'

Signature

David E. Silverstein  
Print Name

Title: Associate Counsel NAVFAC Southwest



South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178

Title Page	
Facility ID:	800263
Revision #:	10
Date:	May 24, 2019

## FACILITY PERMIT TO OPERATE

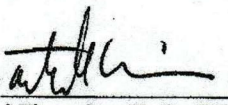
**U.S. GOVT, DEPT OF NAVY  
NAVF SAN CLEMENTE ISLAND  
SAN CLEMENTE, CA 92672**

### NOTICE

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR A COPY THEREOF MUST BE KEPT AT THE LOCATION FOR WHICH IT IS ISSUED.

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 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT SHALL NOT BE CONSTRUED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUTES OF ANY OTHER FEDERAL, STATE OR LOCAL GOVERNMENTAL AGENCIES.

Wayne Nastri  
Executive Officer

By  FOR  
Laki Tisopulos, Ph.D., P.E.  
Deputy Executive Officer  
Engineering and Permitting





**FACILITY PERMIT TO OPERATE  
U.S. GOVT, DEPT OF NAVY**

**SECTION D: FACILITY DESCRIPTION AND EQUIPMENT SPECIFIC CONDITIONS**

The operator shall comply with the terms and conditions set forth below:

Equipment	ID No.	Connected To	RECLAIM Source Type/ Monitoring Unit	Emissions* And Requirements	Conditions
<b>Process 1: NALF SAN CLEMENTE ISLAND (ID NO. 47651)</b>					
<b>System 2: Emergency I.C. Engines</b>					
INTERNAL COMBUSTION ENGINE, EMERGENCY POWER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR, DIESEL FUEL, CATERPILLAR, MODEL NO. 3508, EIGHT CYLINDERS, 515 HP A/N: 161208	D21			HAP: (10) [40CFR 63 Subpart ZZZZ, 1-30-2013]; PM: (9) [RULE 404, 2-7-1986]	C1.1, D12.1, K67.8
INTERNAL COMBUSTION ENGINE, EMERGENCY POWER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR, DIESEL FUEL, VOLVO, MODEL TID121LG, 6 CYLINDERS, 440 HP A/N: 240412	D30			HAP: (10) [40CFR 63 Subpart ZZZZ, 1-30-2013]; PM: (9) [RULE 404, 2-7-1986]	C1.5, C177.1, D12.1, K67.8
INTERNAL COMBUSTION ENGINE, EMERGENCY POWER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR, DIESEL FUEL, CATERPILLAR, MODEL 3406, 6 CYLINDERS, 449 HP A/N: 356268	D186			CO: 8.5 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; HAP: (10) [40CFR 63 Subpart ZZZZ, 1-30-2013]; NOX: 6.9 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; PM: (9) [RULE 404, 2-7-1986]; ROG: 1 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]	C1.1, C1.7, C177.3, D12.1, K67.8

\* (1) (1A) (1B) Denotes RECLAIM emission factor (2) (2A) (2B) Denotes RECLAIM emission rate  
 (3) Denotes RECLAIM concentration limit (4) Denotes BACT emission limit  
 (5) (5A) (5B) Denotes command and control emission limit (6) Denotes air toxic control rule limit  
 (7) Denotes NSR applicability limit (8) (8A) (8B) Denotes 40 CFR limit (e.g. NSPS, NESHAPS, etc.)  
 (9) See App B for Emission Limits (10) See section J for NESHAP/MACT requirements

\*\* Refer to section F and G of this permit to determine the monitoring, recordkeeping and reporting requirements for this device.



**FACILITY PERMIT TO OPERATE  
U.S. GOVT, DEPT OF NAVY**

**SECTION D: FACILITY DESCRIPTION AND EQUIPMENT SPECIFIC CONDITIONS**

The operator shall comply with the terms and conditions set forth below:

Equipment	ID No.	Connected To	RECLAIM Source Type/ Monitoring Unit	Emissions* And Requirements	Conditions
<b>Process 1. NALF SAN CLEMENTE ISLAND (ID NO. 47651)</b>					
INTERNAL COMBUSTION ENGINE, EMERGENCY POWER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR, DIESEL FUEL, JOHN DEERE, MODEL 4045DF, 4 CYLINDERS, 71 HP A/N: 375099	D198			CO: 8.5 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; HAP: (10) [40CFR 63 Subpart ZZZZ, 1-30-2013]; NOX: 6.9 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; PM: (9) [RULE 404, 2-7-1986]; PM10: 0.38 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; ROG: 1 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]	C1.1, D12.1, K67.8
INTERNAL COMBUSTION ENGINE, EMERGENCY POWER, DRIVING AN EMERGENCY ELECTRICAL GENERATOR, DIESEL FUEL, JOHN DEERE, MODEL 6068TF150, SERIAL NO. T06068T890437, 6 CYLINDERS, WITH TURBOCHARGER, 150 HP A/N: 392660	D200			CO: 8.5 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; HAP: (10) [40CFR 63 Subpart ZZZZ, 1-30-2013]; NOX: 6.9 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; PM: (9) [RULE 404, 2-7-1986]; PM10: 0.38 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]; ROG: 1 GRAM/BHP-HR DIESEL (4) [RULE 1303(a)(1)-BACT, 5-10-1996]	C1.1, C1.8, D12.1, K67.8

\* (1) (1A) (1B) Denotes RECLAIM emission factor (2) (2A) (2B) Denotes RECLAIM emission rate  
 (3) Denotes RECLAIM concentration limit (4) Denotes BACT emission limit  
 (5) (5A) (5B) Denotes command and control emission limit (6) Denotes air toxic control rule limit  
 (7) Denotes NSR applicability limit (8) (8A) (8B) Denotes 40 CFR limit (e.g. NSPS, NESHAPS, etc.)  
 (9) See App B for Emission Limits (10) See section J for NESHAP/MACT requirements

\*\* Refer to section F and G of this permit to determine the monitoring, recordkeeping and reporting requirements for this device.



**FACILITY PERMIT TO OPERATE  
U.S. GOVT, DEPT OF NAVY**

**SECTION K: TITLE V Administration**

**Reopening for Cause**

7. The Executive Officer will reopen and revise this permit if any of the following circumstances occur:
- (A) Additional regulatory requirements become applicable with a remaining permit term of three or more years. Reopening is not required if the effective date of the requirement is later than the expiration date of this permit, unless the permit or any of its terms and conditions has been extended pursuant to paragraph (f)(4) of Rule 3004.
  - (B) The Executive Officer or EPA Administrator determines that this permit contains a material mistake or that inaccurate statements were made in establishing the emissions standards or other terms or conditions of this permit.
  - (C) The Executive Officer or EPA Administrator determines that the permit must be revised or revoked to assure compliance with the applicable requirements. [3005(g)(1)]

**COMPLIANCE PROVISIONS**

8. The operator shall comply with all regulatory requirements, and all permit terms and conditions, except:
- (A) As provided for by the emergency provisions of condition no. 17 or condition no. 18, or
  - (B) As provided by an alternative operating condition granted pursuant to a federally approved (SIP-approved) Rule 518.2.

Any non-compliance with any federally enforceable permit condition constitutes a violation of the Federal Clean Air Act and is grounds for enforcement action; for permit termination, revocation and reissuance, or revision; or denial of a permit renewal application. Non-compliance may also be grounds for civil or criminal penalties under the California State Health and Safety Code. [3004(a)(7)(A)]



**FACILITY PERMIT TO OPERATE  
U.S. GOVT, DEPT OF NAVY**

**SECTION D: FACILITY DESCRIPTION AND EQUIPMENT SPECIFIC CONDITIONS**

**The operator shall comply with the terms and conditions set forth below:**

[Devices subject to this condition : D60, D246, D247, D248, D250, D251]

B61.1 The operator shall not use diesel fuel containing the following specified compounds:

Compound	ppm by weight
Sulfur greater than	15

**[RULE 1303(a)(1)-BACT, 5-10-1996; 40CFR 60 Subpart III, 7-7-2016]**

[Devices subject to this condition : D206, D207, D208, D224, D242, D243]

B61.2 The operator shall not use diesel fuel containing the following specified compounds:

Compound	ppm by weight
Sulfur greater than	15

**[RULE 1303(a)(1)-BACT, 5-10-1996]**

[Devices subject to this condition : D205]

**C. Throughput or Operating Parameter Limits**

C1.1 The operator shall limit the operating time to no more than 200 hours in any one year.

**[RULE 1303(a)(1)-BACT, 5-10-1996; RULE 1304(a)-Modeling and Offset  
Exemption, 6-14-1996]**