Source Category

Source:	***IC Engine – Spark Ignition, Natural Gas Fired Lean Burn Engine***	Revision:	***1***
		Document #:	***96.3.3***
Class:	>= ***50 HP***	Date:	***5/7/03***

Determination

POLLUTANT	BACT 1. Technologically Feasible/ Cost Effective 2. Achieved in Practice	TYPICAL TECHNOLOGY
POC	1. *n/d* 2. *0.15 g/bhp-hr*[b] *(32 ppmvd @ 15% oxygen)*	1. *n/d* 2. *oxidation catalyst*[b]
NOx	1. *0.07 g/bhp-hr*[a] *(6 ppmvd @ 15% oxygen)* 2. *0.15 g/bhp-hr*[b] *(12 ppmvd @ 15% oxygen)*	1. *SCR*[a] 2. *SCR*[b]
SO_2	1.*n/d* 2.*n/s*	1. *n/d* 2. *natural gas*[b]
CO	1. *0.10 g/bhp-hr*[a] *(12 ppmvd @ 15% oxygen)* 2. *0.60 g/bhp-hr*[b] *(74 ppmvd @ 15% oxygen)*	1. *oxidation catalyst*[a] 2. *oxidation catalyst*[b]
PM_{10}	1. *n/d* 2. *n/s*	1. *n/d* 2. *natural gas*[b]
NPOC	1. *n/a* 2. *n/a*	1. *n/a* 2. *n/a*

References

a. Tehama County Air Pollution Control District: NEO California Power, LLC – Red Bluff, California (ammonia slip limited to 10 ppmvd @ 15% oxygen)
b. CARB "Guidance for the Permitting of Electrical Generation Technologies", September 2001