

# Revised BACT Guideline for Diesel Backup Generators $\geq$ 1000 BHP

## Frequently Asked Questions (FAQs)

March 17, 2021

### 1. What is Best Available Control Technology (BACT) for large emergency standby engines?

The Air District's "Best Available Control Technology" regulation (Regulation 2, Rule 2, Section 301) requires permit applicants to use the most stringent level of emissions control that either (i) has been successfully achieved by other facilities for similar types of equipment (called "achieved in practice" BACT) or (ii) is technologically feasible and cost effective (called "technologically feasible/cost effective" BACT). If an emissions limit satisfies either of these two criteria, then an applicant must meet that limit to obtain an Air District permit. There are a number of facilities that are using large diesel emergency standby engines ( $\geq$  1,000 BHP) that meet the U.S. EPA's Tier 4 emissions standards. These facilities have been in operation for several years, which means that meeting the EPA Tier 4 emissions standards is "achieved in practice" for purposes of the BACT requirement. Therefore, permit applicants that propose new or modified emergency standby diesel engines of the same type as used at these other facilities will need to use engines that meet the EPA Tier 4 emissions standards as well.

### 2. What permit applications are affected?

Any new and open permit application for a diesel backup engine  $\geq$  1000 bhp.

### 3. What if the engines that are proposed in the application do not meet the new BACT emission standards?

If the application has proposed a tier 2 engine, it can be retrofitted with a diesel particulate filter to meet the particulate matter emissions limits, a selective catalytic reduction system to meet the NO<sub>x</sub> emission limits, and/or an oxidation catalyst or catalyzed diesel particulate filter to meet the non-methane hydrocarbon and particulate matter emission limits. Alternatively, the applicant can propose an EPA-certified or EPA-compliant Tier 4 engine.

### 4. What happens to application fees if permit applications are withdrawn by facilities?

Air District Regulation 3 specifies the application fees charged by the Air District.

[https://www.baaqmd.gov/~media/dotgov/files/rules/reg-3-fees/2020-amendment/documents/20200701\\_01\\_finalreg\\_0300-pdf.pdf?la=en](https://www.baaqmd.gov/~media/dotgov/files/rules/reg-3-fees/2020-amendment/documents/20200701_01_finalreg_0300-pdf.pdf?la=en)

If an applicant withdraws an application for a engine that does not meet the BACT standard and subsequently submits a new application for different equipment that is intended for the same purpose, the application initial fee that has been paid will be credited toward the new application.

### 5. What if an Authority to Construct is already issued for an engine, but not the Permit to Operate?

The BACT Guideline does not affect an existing Authority to Construct (AC), because the Air District has already approved the use of those engines. However, if the AC is reaching the end of its 2-year life and you have not installed the engine, you can renew the AC for an additional two years. Before it can be renewed it will have to undergo a new BACT review and may be required to meet the EPA tier 4 emission limits. However, if you have purchased the equipment specified in the initial AC, this is considered substantial use of the AC and it can be renewed as is. The procedures for renewal of an authority to construct are proscribed in Regulation 2-1-407 and the definition of substantial use is described in Regulation 2-1-227. Air District Regulation 2, Rule 1 is available here.

[https://www.baaqmd.gov/~media/dotgov/files/rules/regulation-2-rule-1/documents/20171206\\_fr\\_0201-pdf.pdf?la=en](https://www.baaqmd.gov/~media/dotgov/files/rules/regulation-2-rule-1/documents/20171206_fr_0201-pdf.pdf?la=en)