BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Best Available Control Technology (BACT) Guideline

Source Category

Source:	**IC Engine-Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump**	**Revision:**	**0**
		Document #:	**96.1.5**
Class:	**≥ 1000 BHP Output**	**Date:**	**12/22/2020***

Determination

Pollutant	BACT 1. Technologically Feasible/ Cost Effective 2. Achieved in Practice 3. TBACT	TYPICAL TECHNOLOGY
POC (NMHC)	1. n/s[a] 2. 0.14 g/bhp-hr[b]	1. n/s[a] 2. Any engine certified or verified to achieve the applicable standard
NOx	1. n/s[a] 2. 0.5 g/bhp-hr[b]	1. n/s[a] 2. Any engine certified or verified to achieve the applicable standard
SO_2	1. n/s[a] 2. Fuel sulfur content not to exceed 0.0015% (wt) or 15 ppm (wt)	1. n/s[a] 2. CARB Diesel Fuel (Ultra Low Sulfur Diesel)
CO	1. n/s[a] 2. 2.6 g/bhp-hr[b]	1. n/s[a] 2. Any engine certified or verified to achieve the applicable standard
PM_{10}	1. n/s[a] 2. 0.02 g/bhp-hr[b] 3. 0.02 g/bhp-hr	1. n/s[a] 2. Any engine or technology demonstrated, certified or verified to achieve the applicable standard 3. Any engine or technology demonstrated, certified or verified to achieve the applicable standard
NPOC	1. n/s 2. n/s	1. n/s 2. n/s

* Applies to open permit applications with a complete date on or after 1/1/2020.

References

a. Cost effectiveness analysis must be based on lesser of 50 hr/yr or non-emergency operation as limited by District health risk screen analysis.

b. 1. BAAQMD Application 27020 San Jose/Santa Clara Water Pollution Control
2. BAAQMD Application 25115 Sutro Tower, Inc.
3. Microsoft MWH Data Center, Quincy, Washington
Tier 4-Compliant (Tier 2 engines abated by catalyzed diesel particulate filter and selective catalytic reduction)
https://ecology.wa.gov/Air-Climate/Air-quality/Data-Centers
4. Comments by the California Air Resources Board on the California Energy Commission's Proposed Decision for the Proposed Sequoia Data Center project (19-SPPE-03), Attachment 2: Tier 4 Diesel Emergency Generator Engines