BEST AVAILABLE CONTROL TECHNOLOGY (BACT) GUIDELINE 3.4

Equipment Category:	Prime Rich Burn Spark Ignition Engines
Revision:	1.1
Date:	June 14, 2017

Pollutant	BACT Requirement	BACT Technology	Performance Standard	AIP/TF
NO_x	1.a	Air to fuel ratio controller, non-selective catalytic reduction (NSCR), 3-way catalytic converter	5 ppmv @ 15% O_2; 0.069 g/bhp-hr	AIP
	1.b	Air to fuel ratio controller, NSCR, 3-way catalytic converter	4 ppmv @ 15% O_2; 0.055 g/bhp-hr	TF
ROC	1	Air to fuel ratio controller, NSCR, 3-way catalytic converter	10 ppmvd @ 15% O_2 (as methane); 0.048 g/bhp-hr; 80% Reduction	AIP
CO	1	Air to fuel ratio controller, NSCR, 3-way catalytic converter	25 ppmvd @ 15% O_2; 0.209 g/bhp-hr	AIP
SO_x, PM, PM_{10}, $PM_{2.5}$	1.a	PUC quality natural gas	$\leq$ 80 ppmv total sulfur and $\leq$ 4 ppmv H_2S	AIP
	1.b	Produced gas treated using a continuously operating sulfur removal system	Case-by-case	AIP

Notes:

1. NO_x means oxides of nitrogen (as NO_2) and SO_x means oxides of sulfur (as SO_2).
2. AIP means Achieved in Practice. TF means Technologically Feasible.
3. BACT is the most stringent control technique for the emissions unit and equipment category that is either achieved in practice or technologically feasible/cost effective.
4. BACT determinations are subject to periodic updates without advanced notice.