



Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

NORTHERN REGIONAL OFFICE
13901 Crown Court, Woodbridge, Virginia 22193
(703)583-3800 FAX (804) 698-4178

www.deq.virginia.gov

Travis A. Voyles
Acting Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director
(804) 698-4020

Thomas A. Faha
Regional Director

July 18, 2022

Mr. Anubhav Raj
Chief Financial Officer
Aligned Energy, LLC
2800 Summit Ave.
Plano, TX 75074

Location: Loudoun County
Registration No.: 74169

Dear Mr. Raj:

Attached is a permit to construct and operate emergency diesel engine generator sets (gen-sets) at Aligned Energy's data center in accordance with the provisions of the Virginia State Air Pollution Control Board Regulations for the Control and Abatement of Air Pollution. This permit document combines the terms and conditions from, and supersedes your permit document dated May 17, 2019.

In the course of evaluating the application and arriving at a final decision to approve the project, the Department of Environmental Quality (DEQ) deemed the application complete on June 17, 2022.

This permit contains legally enforceable conditions. Failure to comply may result in a Notice of Violation and/or civil charges. Please read all permit conditions carefully.

This permit approval to construct and operate shall not relieve Aligned Energy of the responsibility to comply with all other local, state, and federal permit regulations.

The proposed emergency diesel engine gen-sets may be subject to the requirements of 40 CFR Part 60, New Source Performance Standards (NSPS) Subpart IIII – *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines* and 40 CFR Part 63, National Emission Standards for Hazardous Air Pollutants (MACT) Subpart ZZZZ – *National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*. In summary, the units may be required to comply with certain federal emission standards and operating limitations. The Department of Environmental Quality

(DEQ) advises you to review the referenced MACT and NSPS to ensure compliance with applicable emission and operational limitations. As the owner/operator you are also responsible for any monitoring, notification, reporting and recordkeeping requirements of the MACT and NSPS. Notifications shall only be sent to EPA, Region III.

To review any federal rules referenced in the above paragraph or in the attached permit, the US Government Publishing Office maintains the text of these rules at www.ecfr.gov, Title 40, Part 60 and 63.

The Board's Regulations as contained in Title 9 of the Virginia Administrative Code 5-170-200 provide that you may request a formal hearing from this case decision by filing a petition with the Board within 30 days after this case decision notice was mailed or delivered to you. Please consult the relevant regulations for additional requirements for such requests.

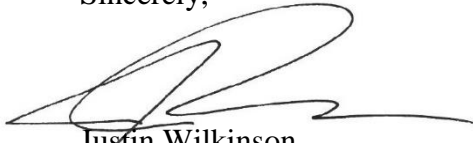
As provided by Rule 2A:2 of the Supreme Court of Virginia, you have 30 days from the date you actually received this permit or the date on which it was mailed to you, whichever occurred first, within which to initiate an appeal of this decision by filing a Notice of Appeal with:

Michael S. Rolband, Director
Department of Environmental Quality
P. O. Box 1105
Richmond, VA 23218

If this permit was delivered to you by mail, three days are added to the thirty-day period in which to file an appeal. Please refer to Part Two A of the Rules of the Supreme Court of Virginia for information on the required content of the Notice of Appeal and for additional requirements governing appeals from decisions of administrative agencies.

If you have any questions concerning this permit, please contact Ms. Cameron Stewart at (571) 866-6093 or via email at cameron.stewart@deq.virginia.gov.

Sincerely,



Justin Wilkinson
Regional Air Permit Manager

TAF/JAW/CLS/74169 mNSR (2022-07-18)

Attachment: Permit



Commonwealth of Virginia

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Michael S. Rolband, PE, PWD, PWS Emeritus
Director
(804) 698-4020

Thomas A. Faha
Regional Director

STATIONARY SOURCE PERMIT TO CONSTRUCT AND OPERATE

This permit document supersedes the permit document dated May 17, 2019.

In compliance with the Federal Clean Air Act and the Commonwealth of Virginia Regulations for the Control and Abatement of Air Pollution,

Aligned Energy, LLC
2800 Summit Ave.
Plano, Texas 75074
Registration No.: 74169

is authorized to construct and operate

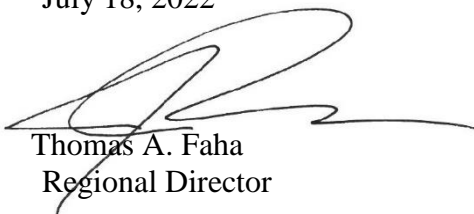
emergency diesel engine generator sets (gen-sets)

located at

21890 UUNET Drive, Ashburn, Virginia 20147 (Building 1)
21821 UUNET Drive, Ashburn, Virginia 20147 (Building 2)
(Loudoun County)

in accordance with the Conditions of this permit.

Approved on: July 18, 2022

for 
Thomas A. Faha
Regional Director

Permit consists of 26 pages.

Permit Conditions 1 to 42.

Attachment A: Source Testing Report Format (1 page)

INTRODUCTION

This permit approval is based on the permit application dated January 2, 2019 and supplemental information dated February 28, 2019, March 22, 2019, April 18, 2019, and April 22, 2019, and the application dated December 10, 2021 and supplemental information dated January 20, 2022, February 15, 2022, March 23, 2022, April 4, 2022, April 11, 2022, April 18, 2022, April 22, 2022, April 27, 2022, May 5, 2022, May 19, 2022, May 23, 2022, May 31, 2022, June 9, 2022, June 13, 2022, and June 17, 2022.

Any changes in the permit application specifications or any existing facilities, which alter the impact of the facility on air quality, may require a permit. Failure to obtain such a permit prior to construction may result in enforcement action. In addition, this facility may be subject to additional applicable requirements not listed in this permit.

Words or terms used in this permit shall have meanings as provided in 9VAC5-80-1110 and 9VAC5-10-10 of the Commonwealth of Virginia's State Air Pollution Control Board Regulations for the Control and Abatement of Air Pollution. The regulatory reference or authority for each condition is listed in parentheses () after each condition.

Annual requirements to fulfill legal obligations to maintain current stationary source emissions data will necessitate a prompt response by the permittee to requests by the Department of Environmental Quality (DEQ) or the Board for information to include, as appropriate: process and production data; changes in control equipment; and operating schedules. Such requests for information from the DEQ will either be in writing or by personal contact.

The availability of information submitted to the DEQ or the Board will be governed by applicable provisions of the Freedom of Information Act, §§ 2.2-3700 through 2.2-3714 of the Code of Virginia, § 10.1-1314 (addressing information provided to the Board) of the Code of Virginia, and 9VAC5-170-60 of the State Air Pollution Control Board's Regulations. Information provided to federal officials is subject to appropriate federal law and regulations governing confidentiality of such information.

Equipment List – Equipment at this facility consists of:

Equipment to be Constructed:			
Reference No.	Equipment Description	Standby Rated Capacity	Original Permit Date
GEN65 through GEN68	Four (4) Caterpillar Model 3516C emergency diesel engine gen-sets	3,634 bhp 2,500 ekW (each unit)	July 18, 2022
GEN69 through GEN108	Forty (40) emergency diesel engine gen-sets, consisting of Caterpillar Model 3516E and/or Caterpillar Model C175 DITA	Caterpillar Model 3516E 4,393 bhp 3,000 ekW (each unit) Caterpillar Model C175 DITA 4,423 bhp 3,000 ekW (each unit)	July 18, 2022

Previously Permitted Equipment:			
Reference No.	Equipment Description	Standby Rated Capacity	Original Permit Date
GEN1 through GEN64	Sixty-four (64) Caterpillar Model 3516C emergency diesel engine gen-sets	3,273 bhp 2,250 ekW (each unit)	May 17, 2019
LSGEN-1, LSGEN-2	Two (2) Caterpillar Model C32 emergency diesel engine gen-set	1,483 bhp 1,000 ekW (each unit)	May 17, 2019

Specifications included in the above tables are for informational purposes only and do not form enforceable terms or conditions of the permit.

PROCESS REQUIREMENTS

1. **Emission Controls** – Emissions from the emergency diesel engine-gen-sets shall be controlled by the following:
 - a. Nitrogen oxides (NO_x) emissions from each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN64, LSGEN-1, and LSGEN-2) shall be controlled by electronic fuel injection, turbocharged engines, and aftercoolers. The permittee shall maintain documentation that demonstrates the control devices have been installed on each emergency diesel engine gen-set.
 - b. Nitrogen oxides (NO_x) emissions from each emergency diesel engine gen-set (Ref. Nos. GEN65 through GEN108) shall be controlled by engine design.
 - c. Carbon monoxide (CO) emissions, particulate matter (PM₁₀/PM_{2.5}) emissions, volatile organic compounds (VOC) emissions, nitrogen oxide (NO_x) emissions (as NO₂), and visible emissions from the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) shall be controlled by the use of good operating practices and performing maintenance in accordance with the manufacturer recommendations. In addition, the permittee may only change those settings that are permitted by the manufacturer and do not degrade the air emissions from the emergency diesel engine gen-sets.

(9VAC5-80-1180 and 9VAC5-50-260)

2. **Monitoring**
 - a. **Fuel Flow:** Each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108) shall be equipped with a device to continuously measure and record individual fuel consumption (in gallons) for each engine gen-set.
 - b. **Engine Operating Hours:** Each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) shall be equipped with a non-resettable hour meter which measures the duration of time that each engine gen-set is operated.

Each monitoring device (as required in a. and b. above) shall be observed by the permittee with a frequency of not less than once each day the emergency diesel engine gen-set is operated. The permittee shall keep a log of these observations.

Each monitoring device shall be installed, maintained, calibrated (as appropriate), and operated in accordance with approved procedures which shall include, as a minimum, the manufacturer's written requirements or recommendations. The details of the monitoring

device calibrations are to be arranged with the Air Compliance Manager of the DEQ Northern Regional Office (NRO).

Each monitoring device shall be provided with adequate access for inspection and shall be in operation when the engine gen-sets are operating.
(9VAC5-80-1180 D)

OPERATING/EMISSION LIMITATIONS

3. **Operation of the Emergency Diesel Engine Gen-Sets** – The permittee shall operate and maintain each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) and control device according to the manufacturer’s written instructions or procedures developed by the permittee that are approved by the engine manufacturer. In addition, the permittee may only change those settings that are permitted by the manufacturer and does not increase air emissions.
(9VAC5-80-1180)
4. **Operating Limitations (Ozone Season)** – No emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) shall be operated for scheduled maintenance checks and readiness testing (Scheduled MCRT), stack testing, or operation training (that involves fuel combustion) between the hours of 7 a.m. to 5 p.m. any day during May 1 through September 30. The permittee may petition the DEQ-NRO Air Compliance Manager for exceptions to the requirement, with approvals made on a case-by-case basis.
(9VAC5-80-1180)
5. **Operating Limitations (Ozone Season) – Integration Operational Period** – During the integration operational period of each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2), any operation of the unit (that involves fuel combustion) between the hours of 7 a.m. to 5 p.m. any day during the ozone season of May 1 through September 30 shall only occur if the forecast Air Quality index (AQI) for ozone as published on the AirNow website (<https://airnow.gov>) for Northern Virginia for that day is less than or equal to 100. In the event that AirNow-EnviroFlash (www.enviroflash.info) issues an Air Alert for Metropolitan Washington, D.C. for a day which the forecasted AQI for ozone was less than or equal to 100, operation of each unit (which involves fuel combustion) shall be minimized to the maximum extent practical.
(9VAC5-80-1180)
6. **Emergency Power Generation** – The emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) shall only be operated in the following modes:

- a. In situations that arise from sudden and reasonably unforeseeable events where the primary energy or power source is disrupted or disconnected due to conditions beyond the control of an owner or operator of a facility including:
 - i. A failure of the electrical grid;
 - ii. On-site disaster or equipment failure; or
 - iii. Public service emergencies such as flood, fire, natural disaster, or severe weather conditions.
- b. For participation in an ISO-declared emergency, where an ISO emergency is:
 - i. An abnormal system condition requiring manual or automatic action to maintain system frequency, to prevent loss of firm load, equipment damage, or tripping of system elements that could adversely affect the reliability of an electric system or the safety of persons or property;
 - ii. Capacity deficiency or capacity excess conditions;
 - iii. A fuel shortage requiring departure from normal operating procedures in order to minimize the use of such scarce fuel;
 - iv. Abnormal natural events or man-made threats that would require conservative operations to posture the system in a more reliable state; or
 - v. An abnormal event external to the ISO service territory that may require ISO action.
- c. For scheduled maintenance checks and readiness testing (Scheduled MCRT).
- d. For non-scheduled maintenance, testing and operational training.
- e. For the integration operational period, which is the period of time beginning with the first time the affected unit is started on-site and ending when the affected unit is fully integrated with the sources electrical system.

(9VAC5-80-1180)

- 7. **Operating Hours** – The operating hours of the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108) are limited to the following:

- a. Each individual emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108) shall not operate more than 20 hours per year for scheduled maintenance checks and readiness testing (Scheduled MCRT) (as provided in Condition 6c.).
- b. Each individual emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108) shall not operate more than 500 hours per year for all purposes (as provided in Condition 6) combined.

The annual limits for hours of operation shall be calculated monthly as the sum of each consecutive 12-month period. Compliance for the consecutive 12-month period shall be demonstrated monthly by adding the total for the most recently completed calendar month to the individual monthly totals for the preceding 11 months.

(9VAC5-80-1180)

8. **Operating Hours** – The operating hours of the emergency diesel engine gen-sets (Ref. Nos. LSGEN-1 and LSGEN-2) are limited to the following:

- a. The emergency diesel engine gen-sets (Ref. Nos. LSGEN-1 and LSGEN-2) combined shall not operate more than a total of 80 hours per year all purposes (as provided in Condition 6) combined.
- b. Each individual emergency diesel engine gen-set (Ref. Nos. LSGEN-1 and LSGEN-2) shall not operate more than 20 hours per year for scheduled maintenance checks and readiness testing (Scheduled MCRT) (as provided in Condition 6c.).

The annual limits for hours of operation shall be calculated monthly as the sum of each consecutive 12-month period. Compliance for the consecutive 12-month period shall be demonstrated monthly by adding the total for the most recently completed calendar month to the individual monthly totals for the preceding 11 months.

(9VAC5-80-1180)

9. **Fuel Specification** – The approved fuel for the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) is ultra-low sulfur diesel fuel oil, and shall meet the specifications below:

ULTRA LOW SULFUR DIESEL FUEL OIL:

- a. Does not exceed the American Society for Testing and Materials (ASTM) specification, D975, for grade ultra-low sulfur 2-D or grade 2-D S15, or,

- b. Has a maximum sulfur content not to exceed 0.0015% by weight (15 ppm), and either a minimum cetane number of 40 or maximum aromatic content of 35 volume percent.

Exceedance of these specifications may be considered credible evidence of an exceedance of emission limits. A change in the fuel type or the fuel sulfur content may require a permit to modify and operate.

(9VAC5-80-1180 and 9VAC5-50-260)

- 10. **Fuel Certification** – The permittee shall obtain a certification from the fuel supplier with each shipment of diesel fuel oil. Each fuel supplier certification shall include the following:

- a. The name of the fuel supplier;
- b. The date on which the diesel fuel oil was received;
- c. The quantity of diesel fuel oil delivered in the shipment;
- d. A statement that the diesel fuel oil:
 - i. complies with the ASTM specifications for Grade No. 1-D S15 or Grade No. 2-D S15 (also known as ultra-low sulfur diesel (ULSD)); or
 - ii. has a sulfur content per shipment not to exceed 0.0015% by weight (15ppm) and either a minimum cetane number of forty or maximum aromatic content of thirty-five percent by volume.

Alternatively, the permittee must obtain approval from the Regional Air Compliance Manager of the DEQ's Northern Regional Office (NRO), if other documentation will be used to certify the diesel fuel oil type.

Fuel sampling and analysis, independent of that used for certification, as may be periodically required or conducted by DEQ may be used to determine compliance with the fuel specifications stipulated in Condition 9. Exceedance of these specifications may be considered credible evidence of the exceedance of emission limits.

(9VAC5-80-1180)

- 11. **Diesel Fuel Throughput Limit** – The sixty-four (64) emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN64) combined shall consume no more than 328,640 gallons of diesel fuel oil per year, calculated daily as the sum of each consecutive 365-day period (all uses).

Compliance for the consecutive 365-day period shall be demonstrated daily by adding the total for the most recently completed calendar day to the individual daily totals for the preceding 364 days.
 (9VAC5-80-1180)

12. **Diesel Fuel Throughput Limit** – The four (4) emergency diesel engine gen-sets (Ref. Nos. GEN65 through GEN68) combined shall consume no more than 20,657 gallons of diesel fuel oil per year, calculated daily as the sum of each consecutive 365-day period (all uses).

Compliance for the consecutive 365-day period shall be demonstrated daily by adding the total for the most recently completed calendar day to the individual daily totals for the preceding 364 days.
 (9VAC5-80-1180)

13. **Diesel Fuel Throughput Limit** – The forty (40) emergency diesel engine gen-sets (Ref. Nos. GEN69 through GEN108) combined shall consume no more than 292,500 gallons of diesel fuel oil per year, calculated daily as the sum of each consecutive 365-day period (all uses).

Compliance for the consecutive 365-day period shall be demonstrated daily by adding the total for the most recently completed calendar day to the individual daily totals for the preceding 364 days.
 (9VAC5-80-1180)

EMISSION LIMITS

14. **Emission Limits (Hourly)** – Emissions from the operation of each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108) shall not exceed the limits specified below:

Pollutant	Ref. Nos. GEN1 through GEN64 CAT 3615C (each unit)	Ref. Nos. GEN65 through GEN68 CAT 3615C (each unit)	Ref. Nos. GEN69 through GEN108	
			CAT 3615E (each unit)	CAT C175-16 (each unit)
Nitrogen Oxides (NO _x as NO ₂)	35.72 lb/hr	42.61 lb/hr	58.11 lb/hr	58.51 lb/hr
Carbon Monoxide (CO)	4.80 lb/hr	6.09 lb/hr	11.62 lb/hr	7.64 lb/hr

Volatile Organic Compounds (VOC)	1.17 lb/hr	1.21 lb/hr	0.58 lb/hr	0.85 lb/hr
Particulate Matter (PM ₁₀)	0.46 lb/hr	0.58 lb/hr	0.92 lb/hr	0.62 lb/hr
Particulate Matter (PM _{2.5})	0.46 lb/hr	0.58 lb/hr	0.92 lb/hr	0.62 lb/hr

Compliance with these pollutant emission limits shall be based on the proper operation and maintenance of the emergency diesel engine gen-sets or by testing, if required.
 (9VAC5-80-1180 and 9VAC5-50-260)

15. **Emission Limits (Hourly)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. LSGEN-1 and LSGEN-2) shall not exceed the limits specified below:

Pollutant	Caterpillar C32 (Ref. Nos. LSGEN-1 and LSGEN-2) (each unit)
Nitrogen Oxides (as NO ₂)	16.00 lb/hr
Carbon Monoxide (CO)	0.96 lb/hr
Volatile Organic Compounds (VOCs)	0.17 lb/hr
Particulate Matter (PM ₁₀)	0.10 lb/hr
Particulate Matter (PM _{2.5})	0.10 lb/hr

Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 1, 3, and 9.
 (9VAC5-80-1180 and 9VAC5-50-260)

16. **Emission Limits (Annual)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN64) shall not exceed the limits specified below:

Pollutant	CAT 3615C (Ref. Nos. GEN1 through GEN64) All Operations (64 units combined)
Nitrogen Oxides (as NO ₂)	37.48 tpy
Carbon Monoxide (CO)	26.63 tpy
Volatile Organic Compounds (VOCs)	5.57 tpy
Particulate Matter (PM ₁₀)	1.86 tpy
Particulate Matter (PM _{2.5})	1.86 tpy

These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 9 and 11.

(9VAC5-80-1180)

17. **Emission Limits (Annual)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. GEN65 through GEN68) shall not exceed the limits specified below:

Pollutant	CAT 3615C (Ref. Nos. GEN65 through GEN68) All Operations (4 units combined)
Nitrogen Oxides (as NO ₂)	2.57 tpy
Carbon Monoxide (CO)	1.56 tpy

These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 9 and 12.

(9VAC5-80-1180)

18. **Emission Limits (Annual)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. GEN69 through GEN108) shall not exceed the limits specified below:

Pollutant	CAT 3615E and/or CAT C175-16 (Ref. Nos. GEN69 through GEN108) All Operations (40 units combined)
Nitrogen Oxides (as NO ₂)	55.36 tpy
Carbon Monoxide (CO)	24.26 tpy
Volatile Organic Compounds (VOCs)	2.53 tpy
Particulate Matter (PM ₁₀)	1.18 tpy
Particulate Matter (PM _{2.5})	1.18 tpy

These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 9 and 13.
(9VAC5-80-1180)

19. **Emission Limits (Annual)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. LSGEN-1 and LSGEN-2) shall not exceed the limits specified below:

Pollutant	Caterpillar C32 Ref. Nos. LSGEN-1 and LSGEN-2 All Operations (2 units combined)
Nitrogen Oxides (as NO ₂)	0.64 tpy

These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 8, 9 and 14.
(9VAC5-80-1180)

20. **Emission Limits (Annual)** – Emissions from the operation of the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2) shall not exceed the limits specified below:

Pollutant	Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2 All Operations (108 units combined)
Nitrogen Oxides (as NO ₂)	96.05 tpy
Carbon Monoxide (CO)	52.49 tpy
Volatile Organic Compounds (VOCs)	8.44 tpy
Particulate Matter (PM ₁₀)	3.16 tpy
Particulate Matter (PM _{2.5})	3.16 tpy

These emissions are derived from the estimated overall emission contribution from operating limits. Exceedance of the operating limits may be considered credible evidence of the exceedance of emission limits. Compliance with these emission limits may be determined as stated in Conditions 8, 9, 11, 12, 13 and 14.
(9VAC5-80-1180)

21. **Visible Emission Limit** – Visible emissions from each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) exhaust shall not exceed 5% opacity except during one 6-minute period in any one hour in which visible emissions shall not exceed 10% opacity as determined by EPA Method 9 (reference 40 CFR 60, Appendix A). This condition applies at all times except during startup, shutdown and malfunction.

During startup and shutdown, visible emissions from each emergency diesel engine gen-set shall not exceed 10% opacity except during one 6-minute period in any one hour in which visible emissions shall not exceed 20% opacity as determined by EPA Method 9 (reference 40 CFR 60, Appendix A).
(9VAC5-80-1180 and 9VAC5-50-260)

INITIAL COMPLIANCE DETERMINATION

22. **Stack Tests** – Initial performance tests shall be conducted on two Caterpillar Model C32 emergency diesel engine gen-sets (Ref. Nos. LSGEN-1 and LSGEN-2) for nitrogen oxides (as NO₂) using EPA Reference Method 7 or 7E and carbon monoxide (CO) using EPA Reference Method 10 or 10A to determine compliance with the emission limits contained in Conditions 15.

- a. Testing shall be performed on the exhaust stack of the emergency engine-generator sets to demonstrate compliance with the NO_x and CO emission limits specified in Condition 15;
- b. Testing shall be conducted on two Caterpillar model C32 emergency diesel engine gensets operating at ≥ 90 percent of their rated capacity, unless multiple load band testing is approved by DEQ;
- c. Emissions testing for each selected emergency engine-generator set shall consist of three one-hour test runs under load. The average of the three runs shall be reported as the short-term emission rate for that emergency engine-generator set;
- d. Recorded emergency engine generator set operational information shall include, but not be limited to:
 - i. Generator load/kilowatt output; and
 - ii. Fuel consumption and fuel sulfur content of the fuel oil.
- e. Perform testing to demonstrate compliance within 120 days after the integration operational period has commenced. The integration operational period is defined as: the period of time beginning with the first time the affected unit is started on-site and ending when the affected unit is fully integrated with the sources electrical system. In no case shall this period exceed 30 days. If this deadline falls within the ozone season (May 1 through September 30), the facility shall perform testing to demonstrate compliance within 30 days after the end of the ozone season. Tests shall be conducted and reported and data reduced as set forth in 9VAC5-50-30;
- f. The details of the tests are to be arranged with the DEQ-NRO Regional Air Compliance Manager. The permittee shall submit the test protocol to the DEQ-NRO Regional Air Compliance Manager at least thirty days prior to testing to ensure adequate time for DEQ approval. If the test protocol is received by the DEQ with less than thirty days for review and acceptance, DEQ approval may not be issued in a timely manner to allow for testing to take place according to the permittee's schedule;
- g. Should conditions occur which would require rescheduling the testing, the permittee shall notify the DEQ-NRO Regional Air Compliance Manager in writing, within seven days of the scheduled test date or as soon as the rescheduling is deemed necessary; and
- h. Two copies, one paper copy and one on removable electronic media, of the test results shall be submitted to the DEQ-NRO Regional Air Compliance Manager within 60 days after test completion and shall conform to the test report format enclosed with this permit.

(9VAC5-50-30, 9VAC5-80-1200, and 9VAC5-50-410)

23. **Visible Emissions Evaluation** – Concurrent with the initial compliance determination required in Condition 22, Visible Emission Evaluations (VEE) in accordance with 40 CFR Part 60, Appendix A, Method 9, shall also be conducted by the permittee on the selected emergency diesel engine-generator sets selected for initial performance testing. The details of the tests shall be arranged with the Regional Air Compliance Manager of the DEQ's NRO. The permittee shall submit a VEE protocol in conjunction with the initial stack test protocol required by Condition 22 at least 30 days prior to testing.
- a. Should conditions prevent concurrent opacity observations, the Regional Air Compliance Manager of the DEQ's NRO shall be notified in writing, within seven days, and visible emissions testing shall be rescheduled within 30 days. Rescheduled testing shall be conducted under the same conditions (as possible) as the initial performance tests.
 - b. Two copies of the test result (one hard copy and one on electronic media) shall be submitted to the Regional Air Compliance Manager of the DEQ's NRO within 60 days after test completion and shall conform to the test report format enclosed with this permit (Attachment A).

(9VAC5-50-30 and 9VAC5-80-1200)

24. **Stack Test** – Initial performance tests shall be conducted on six (6) Caterpillar 3516C 2,250 kW emergency diesel engine gen-sets (Ref. Nos. GEN17 through GEN44) and two (2) Caterpillar 3516C 2,500 kW emergency diesel engine gen-sets (Ref. Nos. GEN65 through GEN68) for NO_x (as NO₂) and CO using appropriate EPA reference methods as approved by the Regional Air Compliance Manager of the DEQ's NRO to determine compliance with the emission limits contained in Condition 14.
- a. Emissions testing of each pollutant for each selected emergency diesel engine gen-set shall consist of three one-hour test runs under load. The average of the three runs shall be reported as the short-term emission rate for that emergency diesel engine gen-set.
 - b. Testing shall be performed on the exhaust stack of the emergency diesel engine gen-sets to demonstrate compliance with the NO_x and CO emission limits specified in Condition 14. Testing shall be conducted with the emergency diesel engine gen-set operating at ≥ 90 percent of its rated capacity, unless multiple load band testing is approved by DEQ;
 - c. Recorded emergency diesel engine gen-set operational information shall include, but not be limited to:
 - i. Generator load/kilowatt output.
 - ii. Fuel consumption and fuel sulfur content of the diesel fuel oil.

- d. Perform testing to demonstrate compliance within 90 days from the date of this permit. If this deadline falls within the ozone season (May 1 through September 30) the facility shall perform testing to demonstrate compliance within 30 days after the end of the ozone season. Tests shall be conducted and reported and data reduced as set forth in 9VAC5-50-30;
- e. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ-NRO. The permittee shall submit the test protocol to the Regional Air Compliance Manager of DEQ-NRO, at least thirty days prior to testing to ensure adequate time for DEQ approval. If the test protocol is received by the DEQ with less than thirty days for review and acceptance, DEQ approval may not be issued in a timely manner to allow for testing to take place according to the permittee's schedule;
- f. Should conditions occur which would require rescheduling the testing, the permittee shall notify the Regional Air Compliance Manager of DEQ-NRO, in writing, within seven days of the scheduled test date or as soon as the rescheduling is deemed necessary; and
- g. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager, DEQ-NRO within 60 days after test completion and shall conform to the test report format enclosed with this permit.

(9VAC5-80-1180 and 9VAC5-80-1200)

25. **Visible Emissions Evaluation** – Concurrent with the initial performance tests required in Condition 24, Visible Emission Evaluations (VEE) in accordance with 40 CFR Part 60, Appendix A, Method 9, shall also be conducted by the permittee on the emergency diesel engine gen-set selected for initial performance testing. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ's NRO. The permittee shall submit a VEE protocol in conjunction with the initial stack test protocol required by Condition 24, at least 30 days prior to testing.

- a. Should conditions prevent concurrent opacity observations, the Regional Air Compliance Manager of the DEQ-NRO shall be notified in writing, within seven (7) days, and visible emissions testing shall be rescheduled within thirty-days. Rescheduled testing shall be conducted under the same operating conditions as the initial performance tests.
- b. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager of the DEQ-NRO within sixty (60) days after test completion and shall conform to the test report format enclosed with this permit (Attachment A).

(9VAC5-50-30 and 9VAC5-80-1200)

26. **Stack Test** – Initial performance tests shall be conducted on four (4) Caterpillar 3516C 2,250 kW emergency diesel engine gen-sets (Ref. Nos. GEN45 through GEN64) for NO_x (as NO₂) and CO using appropriate EPA reference methods as approved by the Regional Air Compliance Manager of the DEQ's NRO to determine compliance with the emission limits contained in Condition 14.

- a. Emissions testing of each pollutant for each selected emergency diesel engine gen-set shall consist of three one-hour test runs under load. The average of the three runs shall be reported as the short-term emission rate for that emergency diesel engine gen-set.
- b. Testing shall be performed on the exhaust stack of the emergency diesel engine gen-sets to demonstrate compliance with the NO_x and CO emission limits specified in Condition 14. Testing shall be conducted with the emergency diesel engine gen-set operating at ≥ 90 percent of its rated capacity, unless multiple load band testing is approved by DEQ;
- c. Recorded emergency diesel engine gen-set operational information shall include, but not be limited to:
 - i. Generator load/kilowatt output.
 - ii. Fuel consumption and fuel sulfur content of the diesel fuel oil.
- d. Perform testing to demonstrate compliance within 120 days after the integration operational period has commenced. The integration operational period is defined as: the period of time beginning with the first time the affected unit is started on-site and ending when the affected unit is fully integrated with the source electrical system. In no case shall the integration operational period exceed 30 days. If this deadline falls within the ozone season (May 1 through September 30) the facility shall perform testing to demonstrate compliance within 30 days after the end of the ozone season. Tests shall be conducted and reported and data reduced as set forth in 9VAC5-50-30;
- e. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ-NRO. The permittee shall submit the test protocol to the Regional Air Compliance Manager of DEQ-NRO, at least thirty days prior to testing to ensure adequate time for DEQ approval. If the test protocol is received by the DEQ with less than thirty days for review and acceptance, DEQ approval may not be issued in a timely manner to allow for testing to take place according to the permittee's schedule;
- f. Should conditions occur which would require rescheduling the testing, the permittee shall notify the Regional Air Compliance Manager of DEQ-NRO, in writing, within seven days of the scheduled test date or as soon as the rescheduling is deemed necessary; and

- g. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager, DEQ-NRO within 60 days after test completion and shall conform to the test report format enclosed with this permit.

(9VAC5-80-1180 and 9VAC5-80-1200)

27. **Visible Emissions Evaluation** – Concurrent with the initial performance tests required in Condition 26, Visible Emission Evaluations (VEE) in accordance with 40 CFR Part 60, Appendix A, Method 9, shall also be conducted by the permittee on the emergency diesel engine gen-set selected for initial performance testing. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ's NRO. The permittee shall submit a VEE protocol in conjunction with the initial stack test protocol required by Condition 26, at least 30 days prior to testing.

- a. Should conditions prevent concurrent opacity observations, the Regional Air Compliance Manager of the DEQ-NRO shall be notified in writing, within seven (7) days, and visible emissions testing shall be rescheduled within thirty-days. Rescheduled testing shall be conducted under the same operating conditions as the initial performance tests.
- b. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager of the DEQ-NRO within sixty (60) days after test completion and shall conform to the test report format enclosed with this permit (Attachment A).

(9VAC5-50-30 and 9VAC5-80-1200)

28. **Stack Test** – Initial performance tests shall be conducted on at least twenty percent (20%) of the units installed for each type of engine model (Caterpillar 3516E and Caterpillar C175 DITA) of the forty (40) emergency diesel engine gen-sets (Ref. Nos. GEN69 through GEN108) for NO_x (as NO₂) and CO using appropriate EPA reference methods as approved by the Regional Air Compliance Manager of the DEQ's NRO to determine compliance with the emission limits for the respective engine model contained in Condition 14.

- a. Emissions testing of each pollutant for each selected emergency diesel engine gen-set shall consist of three one-hour test runs under load. The average of the three runs shall be reported as the short-term emission rate for that emergency diesel engine gen-set.
- b. Testing shall be performed on the exhaust stack of the emergency diesel engine gen-sets to demonstrate compliance with the NO_x and CO emission limits specified in Condition 14. Testing shall be conducted with the emergency diesel engine gen-set

operating at ≥ 90 percent of its rated capacity, unless multiple load band testing is approved by DEQ;

- c. Recorded emergency diesel engine gen-set operational information shall include, but not be limited to:
 - i. Generator load/kilowatt output.
 - ii. Fuel consumption and fuel sulfur content of the diesel fuel oil.
- d. Perform testing to demonstrate compliance within 120 days after the integration operational period has commenced. The integration operational period is defined as: the period of time beginning with the first time the affected unit is started on-site and ending when the affected unit is fully integrated with the source electrical system. In no case shall the integration operational period exceed 30 days. If this deadline falls within the ozone season (May 1 through September 30) the facility shall perform testing to demonstrate compliance within 30 days after the end of the ozone season. Tests shall be conducted and reported and data reduced as set forth in 9VAC5-50-30;
- e. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ-NRO. The permittee shall submit the test protocol to the Regional Air Compliance Manager of DEQ-NRO, at least thirty days prior to testing to ensure adequate time for DEQ approval. If the test protocol is received by the DEQ with less than thirty days for review and acceptance, DEQ approval may not be issued in a timely manner to allow for testing to take place according to the permittee's schedule;
- f. Should conditions occur which would require rescheduling the testing, the permittee shall notify the Regional Air Compliance Manager of DEQ-NRO, in writing, within seven days of the scheduled test date or as soon as the rescheduling is deemed necessary; and
- g. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager, DEQ-NRO within 60 days after test completion and shall conform to the test report format enclosed with this permit.

(9VAC5-50-30 and 9VAC5-80-1200)

29. **Visible Emissions Evaluation** – Concurrent with the initial performance tests required in Condition 28, Visible Emission Evaluations (VEE) in accordance with 40 CFR Part 60, Appendix A, Method 9, shall also be conducted by the permittee on the emergency diesel engine gen-set selected for initial performance testing. The details of the tests are to be arranged with the Regional Air Compliance Manager of DEQ's NRO. The permittee shall submit a VEE protocol in conjunction with the initial stack test protocol required by Condition 28, at least 30 days prior to testing.

- a. Should conditions prevent concurrent opacity observations, the Regional Air Compliance Manager of the DEQ-NRO shall be notified in writing, within seven (7) days, and visible emissions testing shall be rescheduled within thirty-days. Rescheduled testing shall be conducted under the same operating conditions as the initial performance tests.
- b. Two copies of the test result (one hard copy and one electronic copy) shall be submitted to the Regional Air Compliance Manager of the DEQ-NRO within sixty (60) days after test completion and shall conform to the test report format enclosed with this permit (Attachment A).

(9VAC5-50-30 and 9VAC5-80-1200)

CONTINUING COMPLIANCE DETERMINATION

30. **Facility Construction** – The emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) shall be constructed so as to allow for emissions testing upon reasonable notice at any times, using appropriate methods. This includes constructing the facility/equipment such that volumetric flow rates and pollutant emission rates can be determined by applicable test methods and providing a stack or duct that is free from cyclonic flow. Sampling ports shall be provided when requested at the appropriate locations and safe sampling platforms and access shall be provided.

(9VAC5-50-30 F and 9VAC5-80-1180)

31. **Emission Testing/Visible Emissions Evaluation** – Upon request by the DEQ, the permittee shall conduct stack tests and/or VEEs of the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) to demonstrate compliance with the emission limits contained in this permit. The details of the tests shall be arranged with the Air Compliance Manager of the DEQ-NRO.

(9VAC5-80-1200 and 9VAC5-50-30 G)

RECORDS

32. **On Site Records** – The permittee shall maintain records of emission data and operating parameters as necessary to demonstrate compliance with this permit. The content and format of such records shall be arranged with the Regional Air Compliance Manager of the DEQ's NRO. These records shall include, but are not limited to:

- a. Documentation from the manufacturer that each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1, and LSGEN-2) is certified to meet the EPA

Tier 2 emission standards.

- b. A log of monitoring device observations as required by Condition 2.
- c. Monthly and annual hours of operation of each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2), with annual hours of operation calculated monthly as the sum of each consecutive 12-month period.
- d. Monthly and annual hours of operation of each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2), for purposes of scheduled maintenance checks and readiness testing (Scheduled MCRT), with annual hours of operation calculated monthly as the sum of each consecutive 12-month period.
- e. Daily and annual fuel consumption of each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108), for all purposes, with the annual fuel consumption calculated daily as the sum of each consecutive 365-day period.
- f. Daily and annual fuel consumption for the combined operation of the sixty-four (64) emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN64), for all purposes, with the annual fuel consumption calculated daily as the sum of each consecutive 365-day period, to verify compliance with the fuel throughput limitations specified in Condition 11.
- g. Daily and annual fuel consumption for the combined operation of the four (4) emergency diesel engine gen-sets (Ref. Nos. GEN65 through GEN68), for all purposes, with the annual fuel consumption calculated daily as the sum of each consecutive 365-day period, to verify compliance with the fuel throughput limitations specified in Condition 12.
- h. Daily and annual fuel consumption for the combined operation of the forty (40) emergency diesel engine gen-sets (Ref. Nos. GEN69 through GEN108), for all purposes, with the annual fuel consumption calculated daily as the sum of each consecutive 365-day period, to verify compliance with the fuel throughput limitations specified in Condition 13.
- i. Daily and annual emissions calculations for NOX (as NO₂), CO, VOC, PM₁₀, and PM_{2.5} from the emergency diesel engine gen-sets (Ref. Nos. GEN1 through Gen108, LSGEN-1 and LSGEN-2). Annual emissions shall be calculated daily as the sum of each consecutive 365-day period, to verify compliance with the annual emission limits in Conditions 16, 17, 18, 19, and 20.

- j. Records of the reasons for operation for each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2), including, but not limited to, the date, cause of operation, cause of the emergency, the ISO-declared emergency notification (as applicable), and the hours of operation.
- k. Records, as necessary, to demonstrate compliance with the operating limitations of Condition 4; which includes but is not limited to: times, dates and reasons for operation of each diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2), that was operating between May 1 and September 30.
- l. To verify compliance with Condition 5, maintain records for the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2) of:
 - i. The forecasted AQI, as determined by the AirNow website for Northern Virginia, for ozone for the day(s) that an emergency diesel engine gen-set operated during the integration operational period;
 - ii. The measured AQI, as determined by the AirNow website for Northern Virginia, for ozone for the day(s) that the emergency diesel engine gen-set operated during the integration operational period;
 - iii. Documentation recording any Air Alerts issued for that operating day, as determined by AirNow-EnviroFlash; and
 - iv. Details of commissioning activities, to include, but not limited to, clock hours and duration.
- m. All fuel supplier certifications.
- n. Engine information including make, model, serial number, model year, maximum engine power (bhp), and engine displacement for each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2).
- o. The manufacturer's written operating instructions or procedures developed by the owner/operator that are approved by the engine manufacturer for each emergency diesel engine gen-set (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2).
- p. Records of changes in settings that are permitted by the manufacturer of the emergency diesel engine gen-sets (Ref. Nos. GEN1 through GEN108, LSGEN-1 and LSGEN-2).
- q. Results of all stack tests and visible emission evaluations.
- r. Records of scheduled maintenance checks and readiness testing (Scheduled MCRT).

s. Records of unscheduled maintenance and operator training.

t. Records as required by Condition 37.

Compliance for the consecutive 12-month period in subsections above (as applicable) shall be demonstrated monthly by adding the total for the most recently completed month to the individual monthly totals for the preceding 11 months.

Compliance for the consecutive 365-day period (as applicable for the items above) shall be demonstrated daily by adding the total for the most recently completed day to the individual daily totals for the preceding 364 days.

These records shall be available for inspection by the DEQ and shall be current for the most recent five years, unless otherwise noted.
(9VAC5-80-1180 and 9VAC5-50-50)

NOTIFICATIONS

33. **Initial Notifications** – The permittee shall furnish written notification of the items below to the Air Compliance Manager of the DEQ’s NRO at the following address:

Regional Air Compliance Manager
Department of Environmental Quality
13091 Crown Court
Woodbridge, VA 22193

The permittee shall submit one notification for each building or construction phase containing information on each emergency engine gen-set as described below:

- a. The actual date on which installation of the emergency diesel engine gen-sets in the building, or phase, commenced within 30 days after such date. The notification must contain the following:
 - i. Name and address of the permittee;
 - ii. The address of the affected source; and,
 - iii. The date construction commenced.
- b. The date that the integration operational period started for each emergency diesel engine gen-sets within 15 days after the last generator at each building, or construction phase, completes its integration operational period. If a period of construction is paused or halted for 45 days this notification shall be provided to the DEQ within 15 days after

completion of the integration operational period for the most recently installed emergency diesel engine gen-set. The notification must contain the following:

- i. Engine information including make, model, engine family, serial number, model year, maximum engine power, engine displacement, fuel used;
- ii. Installation date; and,
- iii. Integration operational period start and end dates.

For the purpose of this notification, the integration operational period is defined as: the period of time beginning with the first time the affect unit is started on-site and ending when the affected unit is fully integrated with the sources electrical system. In no case shall this period exceed 30 days.

(9VAC5-540-20)

GENERAL CONDITIONS

34. **Permit Invalidation** – This permit to construct the emergency diesel engine gen-sets shall become invalid, unless an extension is granted by the DEQ, if:

- a. A program of continuous construction is not commenced within 18 months from the ‘Original Permit Date’ as listed for the diesel engine gen-sets in the Introduction section of this permit; or
- b. A program of construction is discontinued for a period of 18 months or more, or is not completed within a reasonable time, except for a DEQ approved period between phases of the phased construction of a new stationary source or project.

(9VAC5-80-1210)

35. **Permit Suspension/Revocation** – This permit may be suspended or revoked if the permittee:

- a. Knowingly makes material misstatements in the permit application or any amendments to it;
- b. Fails to comply with the conditions of this permit;
- c. Fails to comply with any emission standards applicable to a permitted emissions unit;
- d. Causes emissions from the stationary source which result in violations of, or interfere with the attainment and maintenance of, any ambient air quality standard; or

- e. Fails to operate in conformance with any applicable control strategy, including any emission standards or emissions limitations, in the State Implementation Plan in effect at the time an application for this permit is submitted.

(9VAC5-80-1210 G)

36. **Right of Entry** – The permittee shall allow authorized local, state, and federal representatives, upon the presentation of credentials:

- a. To enter upon the permittee's premises on which the facility is located or in which any records are required to be kept under the terms and conditions of this permit;
- b. To have access to and copy at reasonable times any records required to be kept under the terms and conditions of this permit or the State Air Pollution Control Board Regulations;
- c. To inspect at reasonable times any facility, equipment, or process subject to the terms and conditions of this permit or the State Air Pollution Control Board Regulations; and
- d. To sample or test at reasonable times.

For purposes of this condition, the time for inspection shall be deemed reasonable during regular business hours or whenever the facility is in operation. Nothing contained herein shall make an inspection time unreasonable during an emergency.

(9VAC5-170-130 and 9VAC5-80-1180)

37. **Maintenance/Operating Procedures** – At all times, including periods of start-up, shutdown, soot blowing, and malfunction, the permittee shall, to the extent practicable, maintain and operate the affected source, including associated monitoring devices and air pollution control equipment, in a manner consistent with good air pollution control practices for minimizing emissions.

The permittee shall take the following measures in order to minimize the duration and frequency of excess emissions:

- a. Develop a maintenance schedule and maintain records of all scheduled and non-scheduled maintenance.
- b. Maintain an inventory of spare parts.
- c. Have available written operating procedures for equipment. These procedures shall be based on the manufacturer's recommendations, at a minimum.
- d. Train operators in the proper operation of all such equipment and familiarize the operators with the written operating procedures, prior to their first operation of such

equipment. The permittee shall maintain records of the training provided including the names of trainees, the date of training and the nature of the training.

Records of maintenance and training shall be maintained on site for a period of five years and shall be made available to DEQ personnel upon request.
(9VAC5-50-20 E and 9VAC5-80-1180 D)

38. **Record of Malfunctions** – The permittee shall maintain records of the occurrence and duration of any bypass, malfunction, shutdown or failure of the facility or its associated air pollution control equipment that results in excess emissions for more than one hour. Records shall include the date, time, duration, description (emission unit, pollutant affected, cause), corrective action, preventive measures taken and name of person generating the record.
(9VAC5-20-180 J and 9VAC5-80-1180 D)
39. **Notification for Facility or Control Equipment Malfunction** – The permittee shall furnish notification to the Regional Air Compliance Manager of the DEQ's NRO of malfunctions of the affected facility or related air pollution control equipment that may cause excess emissions for more than one hour. Such notification shall be made no later than four daytime business hours after the malfunction is discovered. The permittee shall provide a written statement giving all pertinent facts, including the estimated duration of the breakdown, within 14 days of discovery of the malfunction. When the condition causing the failure or malfunction has been corrected and the equipment is again in operation, the permittee shall notify the Regional Air Compliance Manager of the DEQ's NRO.
(9VAC5-20-180 C and 9VAC5-80-1180)
40. **Violation of Ambient Air Quality Standard** – The permittee shall, upon request of the DEQ, reduce the level of operation or shut down a facility, as necessary to avoid violating any primary ambient air quality standard and shall not return to normal operation until such time as the ambient air quality standard will not be violated.
(9VAC5-20-180 I and 9VAC5-80-1180)
41. **Change of Ownership** – In the case of a transfer of ownership of a stationary source, the new owner shall abide by any current minor NSR permit issued to the previous owner. The new owner shall notify the DEQ's NRO of the change of ownership within 30 days of the transfer.
(9VAC5-80-1240)
42. **Permit Copy** – The permittee shall keep a copy of this permit on the premises of the facility to which it applies.
(9VAC5-80-1180)

Attachment A

Source Testing Report Format

SOURCE TESTING REPORT FORMAT

Report Cover

1. Plant name and location
2. Units tested at source (indicate Ref. No. used by source in permit or registration)
3. Test dates
4. Tester name, address and report date

Certification

1. Signed by team leader/certified observer (include certification date)
2. Signed by responsible company official
3. *Signed by reviewer

Copy of Approved Test Protocol

Summary

1. Reason for testing
2. Test dates
3. Identification of unit tested & the maximum rated capacity
4. *For each emission unit, a table showing:
 - a. Operating rate
 - b. Test methods
 - c. Pollutants tested
 - d. Test results for each run and the run average
 - e. Pollutant standard or limit
5. Summarized process and control equipment data for each run and the average, as required by the test protocol
6. A statement that test was conducted in accordance with the test protocol or identification & discussion of deviations, including the likely impact on results
7. Any other important information

Source Operation

1. Description of process and control devices
2. Process and control equipment flow diagram
3. Sampling port location and dimensioned cross section. Attached protocol includes: sketch of stack (elevation view) showing sampling port locations, upstream and downstream flow disturbances and their distances from ports; and a sketch of stack (plan view) showing sampling ports, ducts entering the stack and stack diameter or dimensions

Test Results

1. Detailed test results for each run
2. *Sample calculations
3. *Description of collected samples, to include audits when applicable

Appendix

1. *Raw production data
2. *Raw field data
3. *Laboratory reports
4. *Chain of custody records for lab samples
5. *Calibration procedures and results
6. Project participants and titles
7. Observers' names (industry and agency)
8. Related correspondence
9. Standard procedures

* Not applicable to visible emission evaluations