#### Permit Number 73394

This table lists the maximum allowable emission rates and all sources of air contaminants on the applicant's property covered by this permit. The emission rates shown are those derived from information submitted as part of the application for permit and are the maximum rates allowed for these facilities. Any proposed increase in emission rates may require an application for a modification of the facilities covered by this permit.

#### AIR CONTAMINANTS DATA

| Emission      | Source                                      | Air Contaminant   | Emissio                                       | n Rates *                                      |
|---------------|---|---|---|--|
| Point No. (1) | Name (2)                                    | Name (3)  | lb/hr   | TPY**  |
| ENG-1         | Superior 8G825<br>800 bhp Refrigeration     | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 3.53<br>5.29<br>1.76<br>0.12<br><0.01<br>0.03 | 15.45<br>23.18<br>7.73<br>0.53<br>0.02<br>0.13 |
| ENG-2         | Superior 8G825<br>800 bhp Refrigeration     | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 3.53<br>5.29<br>1.76<br>0.12<br><0.01<br>0.03 | 15.45<br>23.18<br>7.73<br>0.53<br>0.02<br>0.13 |
| ENG-3         | Superior 6G825<br>500 bhp Compressor Engine | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 2.20<br>3.31<br>1.10<br>0.08<br><0.01<br>0.02 | 9.66<br>14.48<br>4.83<br>0.33<br>0.01<br>0.08  |
| ENG-4         | Superior 6G825<br>500 bhp Compressor Engine | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$ Formaldehyde                                     | 2.20<br>3.31<br>1.10<br>0.08<br><0.01<br>0.02 | 9.66<br>14.48<br>4.83<br>0.33<br>0.01<br>0.08  |

| ENG-7   | Waukesha L7042G           | NO <sub>x</sub>  | 3.03   | 13.27  |
|---------|---------------------------|------------------|--------|--------|
|         | 687 bhp Compressor Engine | CO               | 4.54   | 19.90  |
|         |                           | VOC              | 1.51   | 6.63   |
|         |                           | $PM_{10}$        | 0.09   | 0.40   |
|         |                           | SO <sub>2</sub>  | < 0.01 | 0.01   |
|         |                           | Formaldehyde     | 0.02   | 0.10   |
|         |                           | ,                |        |        |
| ENG-8A  | Waukesha L7042G           | NO <sub>x</sub>  | 3.03   | 13.27  |
|         | 687 bhp                   | CO               | 4.54   | 19.90  |
|         | 33. 3. p                  | VOC              | 1.51   | 6.63   |
|         |                           | $PM_{10}$        | <0.01  | 0.01   |
|         |                           | SO <sub>2</sub>  | 0.09   | 0.40   |
|         |                           | Formaldehyde     | 0.02   | 0.10   |
|         |                           | i omaluenyue     | 0.02   | 0.10   |
| ENG-9   | Superior 8G825            | NO <sub>x</sub>  | 2.94   | 12.88  |
| LIVO 3  | 667 bhp Fuel Gas          | CO               | 4.41   | 19.32  |
|         | Compression               | VOC              | 1.47   | 6.44   |
|         | Compression               |                  | 0.10   |        |
|         |                           | PM <sub>10</sub> |        | 0.44   |
|         |                           | SO <sub>2</sub>  | <0.01  | 0.01   |
|         |                           | Formaldehyde     | 0.03   | 0.11   |
| ENG-17  | Cooper Bessemer GMV-10    | NO <sub>x</sub>  | 43.65  | 191.19 |
| 2.10 2. | 1,100 bhp Compressor      | CO               | 19.40  | 84.98  |
|         | Engine                    | VOC              | 2.43   | 10.62  |
|         | Liigine                   | PM <sub>10</sub> | 0.48   | 2.12   |
|         |                           | SO <sub>2</sub>  | 0.40   | 0.03   |
|         |                           |                  | 0.55   | 2.42   |
|         |                           | Formaldehyde     | 0.55   | 2.42   |
| ENG-18  | Cooper Bessemer GMV-10    | NO <sub>x</sub>  | 43.65  | 191.19 |
| 2.10 10 | 1,100 bhp Compressor      | CO               | 19.40  | 84.98  |
|         | Engine                    | VOC              | 2.43   | 10.62  |
|         | Engine                    | PM <sub>10</sub> | 0.48   | 2.12   |
|         |                           | SO <sub>2</sub>  | 0.40   | 0.03   |
|         |                           |                  |        |        |
|         |                           | Formaldehyde     | 0.55   | 2.42   |
|         |                           |                  |        |        |
| ENG-19  | Clark HBAT-10             | NO <sub>x</sub>  | 91.71  | 401.70 |
|         | 2,600 bhp Compressor      | CO               | 57.32  | 251.06 |
|         | Engine                    | VOC              | 5.73   | 25.11  |
|         | <u> </u>                  |                  |        |        |

|        |  | PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde                                 | 0.97<br>0.01<br>1.10                           | 4.23<br>0.05<br>4.84                              |
|--------|--|---|--|---|
| ENG-20 | Clark HBAT-10<br>2,600 bhp Compressor<br>Engine  | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 91.71<br>57.32<br>5.73<br>0.97<br>0.01<br>1.10 | 401.70<br>251.06<br>25.11<br>4.23<br>0.05<br>4.84 |
| ENG-21 | Clark HBAT-10<br>2,600 bhp Compressor<br>Engine  | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 91.71<br>57.32<br>5.73<br>0.97<br>0.01<br>1.10 | 401.70<br>251.06<br>25.11<br>4.23<br>0.05<br>4.84 |
| ENG-22 | Clark HBAT-10<br>2,600 bhp Compressor<br>Engine  | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$ Formaldehyde                                     | 91.71<br>57.32<br>5.73<br>0.97<br>0.01<br>1.10 | 401.70<br>251.06<br>25.11<br>4.23<br>0.05<br>4.84 |
| ENG-23 | Clark HBAT-10<br>2,600 bhp Compressor<br>Engine  | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 91.71<br>57.32<br>5.73<br>0.97<br>0.01<br>1.10 | 401.70<br>251.06<br>25.11<br>4.23<br>0.05<br>4.84 |
| ENG-24 | Ingersoll Rand PVG-8<br>370 bhp Generator Engine | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 17.95<br>4.08<br>0.82<br>0.06<br><0.01<br>0.06 | 78.60<br>17.86<br>3.57<br>0.26<br>0.01<br>0.27    |

| ENG-25  | Ingersoll Rand PVG-8       | NO <sub>x</sub>  | 17.95        | 78.60         |
|---------|----------------------------|------------------|--------------|---------------|
|         | 370 bhp Generator Engine   | CO               | 4.08         | 17.86         |
|         | or a sinp demonator Engine | VOC              | 0.82         | 3.57          |
|         |                            | $PM_{10}$        | 0.06         | 0.26          |
|         |                            | SO <sub>2</sub>  | <0.01        | 0.01          |
|         |                            | Formaldehyde     | 0.06         | 0.01          |
|         |                            | Torrialderiyde   | 0.00         | 0.27          |
| ENG-26  | Ingersoll Rand PVG-8       | NO <sub>x</sub>  | 17.95        | 78.60         |
|         | 370 bhp Generator Engine   | CO               | 4.08         | 17.86         |
|         |                            | VOC              | 0.82         | 3.57          |
|         |                            | $PM_{10}$        | 0.06         | 0.26          |
|         |                            | SO <sub>2</sub>  | < 0.01       | 0.01          |
|         |                            | Formaldehyde     | 0.06         | 0.27          |
| ENG-27  | Ingersoll Rand PVG-8       | NO <sub>x</sub>  | 17.95        | 78.60         |
| 2.10 2. | 370 bhp Generator Engine   | CO               | 4.08         | 17.86         |
|         | or o stip Generator Engine | VOC              | 0.82         | 3.57          |
|         |                            | PM <sub>10</sub> | 0.06         | 0.26          |
|         |                            | SO <sub>2</sub>  | <0.01        | 0.20          |
|         |                            | Formaldehyde     | 0.06         | 0.01          |
|         |                            | Formaluenyue     | 0.00         | 0.27          |
| ENG-28  | Ingersoll Rand PVG-8       | NO <sub>x</sub>  | 17.95        | 78.60         |
|         | 370 bhp Generator Engine   | CO               | 4.08         | 17.86         |
|         |                            | VOC              | 0.82         | 3.57          |
|         |                            | $PM_{10}$        | 0.06         | 0.26          |
|         |                            | SO <sub>2</sub>  | < 0.01       | 0.01          |
|         |                            | Formaldehyde     | 0.06         | 0.27          |
|         |                            | ,                |              |               |
| ENG-31  | Superior 8G825             | NO <sub>x</sub>  | 2.94         | 12.88         |
| FIAO-2T | •                          | CO               | 2.94<br>4.41 | 19.32         |
|         | 667 bhp Compressor Engine  |                  |              |               |
|         |                            | VOC              | 1.47         | 6.44          |
|         |                            | PM <sub>10</sub> | 0.10         | 0.44          |
|         |                            | SO <sub>2</sub>  | <0.01        | 0.01          |
|         |                            | Formaldehyde     | 0.03         | 0.11          |
| ENG-32  | Superior 8G825             | NO <sub>x</sub>  | 2.94         | 12.88         |
| ENG-32  | Superior 00025             |                  |              |               |
| ENG-32  | •                          | CO               | 4.41         | 19.32         |
| ENG-32  | 667 bhp Compressor Engine  |                  | 4.41<br>1.47 | 19.32<br>6.44 |

|         |   | SO <sub>2</sub><br>Formaldehyde   | <0.01<br>0.03                                 | 0.01<br>0.11                                   |
|---------|---|---|---|--|
| ENG-33  | Superior 8G825<br>667 bhp Compressor Engine   | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 2.94<br>4.41<br>1.47<br>0.10<br><0.01<br>0.03 | 12.88<br>19.32<br>6.44<br>0.44<br>0.01<br>0.11 |
| ENG-34  | Superior 6G510<br>400 bhp<br>(pre-controlled) | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$ Formaldehyde                                     | 8.82<br>8.82<br>0.88<br>0.07<br><0.01<br>0.07 | 38.63<br>38.63<br>3.86<br>0.30<br>0.01<br>0.31 |
| ENG-34  | Superior 6G510<br>400 bhp<br>(controlled)     | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$ Formaldehyde                                     | 1.76<br>2.65<br>0.88<br>0.07<br><0.01<br>0.02 | 7.73<br>11.59<br>3.86<br>0.30<br>0.01<br>0.08  |
| ENG-35  | Superior 6G510<br>400 bhp<br>(pre-controlled) | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$ Formaldehyde                                     | 8.82<br>8.82<br>0.88<br>0.07<br><0.01<br>0.07 | 38.63<br>38.63<br>3.86<br>0.30<br>0.01<br>0.31 |
| ENG-35  | Superior 6G510<br>400 bhp<br>(controlled)     | NO <sub>x</sub> CO VOC PM <sub>10</sub> SO <sub>2</sub> Formaldehyde                | 1.76<br>2.65<br>0.88<br>0.07<br><0.01<br>0.02 | 7.73<br>11.59<br>3.86<br>0.30<br>0.01<br>0.08  |
| ENG-38B | Superior 8G5825                               | NO <sub>x</sub>   | 3.53  | 15.45  |

|         | 400 bhp                        | CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde                    | 5.29<br>1.76<br>0.12<br><0.01<br>0.03         | 23.18<br>7.73<br>0.53<br>0.02<br>0.13          |
|---------|--------------------------------|---|---|--|
| ENG-39  | Waukesha L7042G<br>687 bhp     | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 3.03<br>4.54<br>1.51<br>0.09<br><0.01<br>0.02 | 13.27<br>19.90<br>6.63<br>0.40<br>0.01<br>0.10 |
| ENG-40  | Waukesha L7042G<br>687 bhp     | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 3.03<br>4.54<br>1.51<br>0.09<br><0.01<br>0.02 | 13.27<br>19.90<br>6.63<br>0.40<br>0.01<br>0.10 |
| ENG-41B | Waukesha L7042G<br>818 bhp     | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 3.61<br>5.41<br>1.35<br>0.11<br><0.01<br>0.03 | 15.80<br>23.70<br>5.92<br>0.50<br>0.02<br>0.13 |
| ENG-42  | Caterpillar G-3408<br>425 bhp  | NO <sub>x</sub><br>CO<br>VOC<br>PM <sub>10</sub><br>SO <sub>2</sub><br>Formaldehyde | 1.87<br>2.81<br>0.94<br>0.03<br><0.01<br>0.17 | 8.21<br>12.31<br>4.10<br>0.14<br>0.01<br>0.75  |
| ENG-43  | Catepillar C15 DITA<br>475 bhp | $NO_x$ $CO$ $VOC$ $PM_{10}$ $SO_2$  | 3.53<br>2.54<br>0.30<br>0.34<br>0.97          | 2.65<br>1.91<br>0.23<br>0.25<br>0.73           |

| -       |   | Formaldehyde | 0.56  | 0.42  |
|---------|---|--------------|-------|-------|
| TK-1201 | Pressure Drain/Separator<br>Tank<br>17,640 gallon<br>(pre)  | VOC          | 12.17 | 53.32 |
| TK-1201 | Pressure Drain/Separator<br>Tank<br>17,640 gallon<br>(post) | VOC          | 0.05  | 0.23  |
| TK-1202 | South Slop Oil Tank<br>5076 gallon<br>(pre)                 | VOC          | 1.15  | 5.03  |
| TK-1202 | South Slop Oil Tank<br>5076 gallon<br>(post)                | VOC          | 0.17  | 0.73  |
| TK-1203 | North Slop Oil Tank<br>5,076 gallons<br>(pre)               | VOC          | 1.31  | 5.75  |
| TK-1203 | North Slop Oil Tank<br>5,076 gallons<br>(post)              | VOC          | 0.17  | 0.73  |
| TK-1204 | North Gravity Drain Tank<br>6,391 gallons                   | VOC          | <0.01 | <0.01 |
| TK-1205 | South Gravity Drain Tank<br>6,391 gallons                   | VOC          | <0.01 | <0.01 |
| TK-1206 | Oil Skimmer Tank<br>7,669 gallons                           | VOC          | <0.01 | <0.01 |
| L-1     | Condensate Truck Loading                                    | VOC          | 0.64  | 2.78  |
| L-2     | Skim Tank Load out  | VOC          | 0.08  | <0.01 |

| L-3      | Methanol Loading                    | VOC                          | 4.51                  | 0.16                 |
|----------|-------------------------------------|------------------------------|-----------------------|----------------------|
| FLR-Load | Flare-Load                          | NO <sub>x</sub><br>CO<br>VOC | 1.08<br>4.31<br>11.13 | 0.13<br>0.53<br>1.14 |
| FUG      | Plant Fugitives<br>(pre-monitoring) | VOC<br>H₂S                   | 14.59<br>0.04         | 63.92<br>0.19        |
| FUG      | Plant Fugitives (post-monitoring)   | VOC<br>H₂S                   | 7.40<br>0.02          | 32.41<br>0.09        |

- (1) Emission point identification either specific equipment designation or emission point number from a plot plan.
- (2) Specific point source names. For fugitive sources, use an area name or fugitive source name.
- (3) VOC volatile organic compounds as defined in Title 30 Texas Administrative Code § 101.1

NO<sub>x</sub> - total oxides of nitrogen

SO<sub>2</sub> - sulfur dioxide

PM - particulate matter, suspended in the atmosphere, including PM<sub>10</sub> and PM<sub>2.5</sub>

PM<sub>10</sub> - particulate matter equal to or less than 10 microns in diameter

CO - carbon monoxide H<sub>2</sub>S - hydrogen sulfide

- (4) Fugitive emissions are an estimate only and should not be considered as a maximum allowable emission rate.
- \* Emission rates are based on and the facilities are limited by the following maximum operating schedule:

24 Hrs/day 7 Days/week 52 Weeks/year or 8,760 Hrs/year

\*\* Compliance with annual emission limits is based on a rolling 12-month period.

Dated: <u>August 10, 2010</u>