| **MDEQ NOTICE OF INTENT FOR COVERAGE UNDER THE OIL PRODUCTION GENERAL PERMIT TO CONSTRUCT/OPERATE AIR EMISSIONS EQUIPMENT AT A SYNTHETIC MINOR SOURCE** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Flare** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Section OPGP-F** | | | | | | | | |
| **1.** | **Equipment Description** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | A. | Emission Point Designation (Ref. No.): | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | |  | | | |
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|  | B. | Equipment Description (include the process(es) that the flare controls emissions  from): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |
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|  | C. | Manufacturer: | | | | |  | | | | | | | | | | | | | D. | | | | | Model: | | | | |  | | | | | | | | |  | |
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|  | E. | Status: | | |  | | | Operating | | | | | |  | | | Proposed | | | | | | | | |  | | | Under Construction | | | | | | | | | | | |
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|  | F. | Requesting a federally enforceable condition to route tank emissions to the flare. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **2.** | **System Data** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | A. | Efficiency: | | | |  | | | | % | | | | | Controlling the following pollutant(s): | | | | | | | | | | | | | | | | | | | |  | | |  | | |
|  |  | Efficiency: | | | |  | | | | % | | | | | Controlling the following pollutant(s): | | | | | | | | | | | | | | | | | | | |  | | |  | | |
|  |  | Reason for different efficiency: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
|  |  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
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|  | B. | Flare Data (if applicable): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  |  | 1. | Flare type: | | | | | |  | | Non-assisted | | | | | | | | | | |  | | Steam-assisted | | | | | | | |  | | Air-assisted | | | | | | |
|  |  |  |  | | | | | |  | | Other: | | | | |  | | | | | | | | | | | | | | | |  | | | | | | | | |
|  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | 2. | | Net heating value of combusted gas: | | | | | | | | | | | | | | | | |  | | | | | | Btu/scf | | | | | | | | | | | | | |
|  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | 3. | | Design exit velocity: | | | | | | | |  | | | | | | ft/sec | | | | | | | | | | | | | | | | | | | | | | |
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|  |  | 4. | | System: | | | | | | | | | Auto-ignitor | | | | | | | | | | | | | | | Continuous Flame | | | | | | | | | | | | |
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|  |  | 5. | | Is the presence of a flare pilot flame monitored? | | | | | | | | | | | | | | | | | | | | | | | |  | | | Yes | |  | | | No | | | | |
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|  |  |  | | If yes, please describe the monitoring: | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |  |
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|  |  | 6. | | Is the auto-ignitor system monitored? | | | | | | | | | | | | | | | | | | | | | | | |  | | | Yes | |  | | | No | | | | |
|  |  |  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  |  | | If yes, please describe the monitoring: | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |  |
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