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| **FORM 5** | | | | **MDEQ** | | | | | | | | | | | | | | | **MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY APPLICATION FOR AIR POLLUTION CONTROL PERMIT** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Fuel Burning Equipment – Internal Combustion Sources** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Section D** | | | | | | | |
| **1.** | **Emission Point Description** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | A. | | Emission Point Designation (Ref. No.): | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
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|  | B. | | Equipment Description: | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
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|  | C. | | Manufacturer: | | | | | | | |  | | | | | | | | | | | | | | | | | | D. | | | | | | | | Model Yr. and No.: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | |  |
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|  | E. | | Maximum Heat Input (higher heating value): | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | MMBtu/hr | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | F. | | Rated Power: | | | | | | | | | | |  | | | | | | | | | hp | | | | | | | | | |  | | | | | | | | | | | | | kW | | | | | | | | | | | | | | | | | | | | | | | |
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|  | G. | | Use: | |  | | | | Non-emergency | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | Emergency | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|  | **Complete H through Q for Reciprocating (Piston) Internal Combustion Engines** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | H. | | Displacement per cylinder: | | | | | | | | | | | | | | | | | |  | | | | < 10 Liters | | | | | | | | | | | | | |  | | | | | 10 to <30 Liters | | | | | | | | | | | | | | | |  | | | ≥ 30 Liters | | | | | | |
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|  | I. | | Engine Ignition Type: | | | | | | | | | | | | | | |  | | | | | | Spark Ignition | | | | | | | | | | | | | | | | | |  | | | | | | | Compression Ignition | | | | | | | | | | | | | | | | | | | | |
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|  | J. | | Engine Burn Type: | | | | | | | | | | | |  | | | | | | | 4-stroke | | | | | | |  | | | | | | | | | 2-stroke | | | | | | | | | | | |  | | | Rich Burn | | | | | | | | | | |  | | Lean Burn | | | |
|  |  | | *(J. should be answered for Spark Ignition only)* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | K. | | Design Controls (e.g., catalytic converter, diesel particulate filter, SCR, etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
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|  | L. | | Status: | | | | |  | | | | Operating | | | | | | | | | | | | | |  | | | | Proposed | | | | | | | | | | | | | | | | | |  | | | | Under Construction | | | | | | | | | | | | | | | | | |
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|  | M. | | Engine manufactured or reconstructed date: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | N. | | | | | | | | | Engine order date: | | | | | | | | | | | | | | |  | | | | | | | |  |
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|  | O. | | Is the engine certified by EPA to meet the applicable emissions standards? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | Yes | | | | | |  | | No | |  | |  |
|  | P. | | If an emergency engine, can your engine be operated for Emergency Demand Response per the NERC Reliability Standard? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | Yes | | | | | |  | | No | |  | |  |
|  | Q. | | If an emergency engine, is it used for peak shaving or non-emergency demand response? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | Yes | | | | | |  | | No | |  | |  |
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|  | **Complete R through T for Stationary Gas Turbines** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | R. | Turbine Type: | | | | | | | | | | |  | | | Simple Cycle | | | | | | | | | | | |  | | | | | | | Regenerative Cycle | | | | | | | | | | | | | | | | | | | | |  | | Combined Cycle | | | | | | | | | | | |
|  |  |  | | | | | | | | | | |  | | | Combined Heat and Power (Cogeneration) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | | | | | |
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|  | S. | Controls: | | | | |  | | | Water-Steam Injection | | | | | | | | | | | | | | | | | | | | |  | | | | | Lean Premix | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  |  | | | | |  | | | Other Controls (SCR, oxidation catalyst, etc.): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | |
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|  | T. | | Date of construction, reconstruction, or most recent modification (for existing sources) or date of anticipated construction: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | |  |
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| **2.** | **Fuel Type** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | Complete the following table, identifying each type of fuel and the amount used. Specify units of measurement. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
|  | FUEL TYPE | | | | | HEAT CONTENT | | | | | | | | | | | | | | % SULFUR | | | | | | | | | | | | | | % ASH | | | | | | | | | | | MAXIMUM HOURLY USAGE | | | | | | | | | | | | | | MAXIMUM YEARLY USAGE | | | | | | | | | |  |
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