

DEPARTMENT OF ENVIRONMENTAL QUALITY
 AIR QUALITY DIVISION
 ACTIVITY REPORT: Scheduled Inspection

N610630903

FACILITY: ATLAS GAS & OIL COMPANY - LOUDBERT		SRN / ID: N6106
LOCATION: NE NW SEC 6 T29N R3E, LOUD TWP		DISTRICT: Gaylord
CITY: LOUD TWP		COUNTY: MONTMORENCY
CONTACT:		ACTIVITY DATE: 08/28/2015
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: MINOR
SUBJECT: Scheduled inspection, minor source		
RESOLVED COMPLAINTS:		

On August 28, 2015, I inspected the Chevron Loudbert facility. This is a minor source. It had a permit, PI 664-96, but AQD voided the permit because Chevron contends that all equipment on site is permit exempt.

The facility latitude and longitude in our database were slightly off. I took closer ones; I got 44.94045, - 84.12623. This facility is located just off Landfill Road near its intersection with County Road 487, between Lewiston and Atlanta. Landfill Road leads from County Road 487 to the Montmorency-Crawford -Alpena County Landfill.

The facility includes a glycol dehydrator. Although I didn't ask Chevron for documentation, based on a flow meter I found on site (discussed below) it appears that this dehydrator would be exempt from the more stringent air pollution control requirements of the glycol dehydrator MACT, 40 CFR 63 Subpart HH, because gas processed through the dehydrator is less than 3 million cubic feet per day. The dehydrator is equipped with a Wenco flame arrested burner rated at 125,000 BTU (per hour, presumably). The still vent exhausts about 15 feet above ground level, below the level of the facility shed's roof. It is about two inches in diameter and terminates in a T pipe fitting used as a cap. I saw slight "steam" coming from it. The burner vent is about 8 inches diameter and 20 feet above ground level, exhausting unobstructed vertically upward. I noticed distinct and definite glycol odors near the dehydrator.

Inside the facility shed there is one Caterpillar natural gas fired compressor engine with no catalytic oxidizer. It is labeled GCS 906 in metal letters welded to the engine mount, identifying it as Gas Compression Services Unit 906. It was running at the time of my inspection, at 1015 RPM. The digital engine control readout reported oil pressure 60 psi, coolant temperature 187 degrees f, 27 volts, 12334 hours of operation.

The engine exhaust leaves the side of the facility shed horizontally to a horizontal muffler, then exhausts unobstructed vertically upward from a pipe elbow at the end of the muffler. Diameter is about 8 inches and exhaust height 14 feet. I smelled engine exhaust, burned natural gas, at various points around the site, probably due to this relatively low exhaust. There was no opacity in the engine exhaust.

I found a flow meter. If I read the labels and numbers correctly, production rate at the time of my inspection was 1007.1 MSCF per day. There had been 350.8 MCF produced thus far the day of my inspection and 800.3 MCF produced the day before. Total for the month was 22570 MCF.

Tanks on site included one 400 barrel tank, probably a brine tank, inside a lined berm. The tank looked fairly new and had a coating that looked like epoxy. Outside the facility shed near the dehy were one 300 gallon drum on stilts tank labeled triethylene glycol, and a smaller tank (perhaps 100 gallons) labeled methyl alcohol. Inside near the engine I saw one 300 gallon drum on stilts tank labeled ISO 100 industrial oil. There were two orange painted tanks labeled waste oil and a 55 gallon drum labeled spill kit.

Maintenance looked good. I didn't see any drips. I didn't see any stained soils that might have indicated spills or leaks.

NAME William J Rogers

DATE 8/31/2015

SUPERVISOR 