FEDERAL OPERATING PERMIT - TECHNICAL REVIEW SUMMARY GENERAL OPERATING PERMIT (GOP) RENEWAL

GOP Type:	514		
Permit #:	O4163	Company:	Targa Midstream Services LLC
Project #:	36606	Site:	Monahans North Compressor Station
Regulated Entity #:	RN110280286	Application Area:	Monahans North Compressor Station
Region:	7	Customer #:	CN601301559
NAICS Code:	221210	County:	Winkler
Permit Reviewer:	Jennifer Tenney	NAICS Name:	Natural Gas Distribution

SITE INFORMATION

Physical Location:	From Monahans go north on Texas 18 for 12.3 miles, turn right on County Road 404 and go 4.0 miles, turn right on unnamed road and go 1.9 miles
Nearest City:	Monahans
Major Pollutants:	CO, NOX
Additional FOPs:	None

PROJECT SUMMARY

Targa Midstream Services, LLC (Targa) owns and operates the Monahans North Compressor Station (CS) in Winkler County, Texas. The site is a natural gas distribution facility. It is subject to 30 TAC Chapter 122 which requires it to apply and obtain a Federal Operating Permit (FOP). Targa holds an authorization to operate (ATO) under General Operating Permit (GOP) 514 (#O4163). The initial ATO was issued January 8, 2020. TCEQ received a timely renewal application on April 30, 2024. The renewal application requested to add reciprocating compressor engine CM-9, reciprocating compressor RC-9, reboiler HTR-1, and storage tanks TK-3 through TK-10. It also requested to update requirements for fugitive unit FUG-1 and storage tanks TK-1 and TK-2. Some of the significant emission sources at the site include compression equipment, glycol reboiler, glycol dehydration unit, separation equipment, flare, fugitive piping components, storage tanks, loading activities, and various planned maintenance, startup, and shutdown (MSS) activities. The application includes all necessary forms for this renewal.

PROCESS DESCRIPTION

The Monahans North CS is a field compressor station, which helps move natural gas from the gathering system to a gas processing plant. The site operates natural gas-fired engines to power reciprocating compressors (Emission Point Numbers [EPN s] CM-1, CM-2, CM-3, CM-4, CM-5, CM-6, CM-7, CM-8, and CM-9). The compressors raise the discharge pressure of the gas in the pipeline to overcome the effect of frictional losses in the pipeline upstream of the station, in order to maintain the required suction pressure at the next downstream facility. The volume of gas flowing and the amount of subsequent frictional losses in the pipeline are heavily dependent on both the field conditions and downstream market conditions, causing wide pressure variations.

The facility has an inlet separator unit to remove hydrocarbon condensates and water from the incoming gas. After compression and before the station discharges the gas, it goes through the triethylene glycol dehydrator (TEG) dehydration unit (Facility Identification Number [FIN] GDREGEN) to remove additional water from the gas. The dehydration unit flash tank emissions are routed back to the inlet separator. Emissions from the glycol still vent are routed to a BTEX condenser for control and then to a flare (EPN FLARE) with a destruction and removal efficiency (DRE) of 98%. The glycol is recirculated through a glycol reboiler (EPN HTR-1). The collected hydrocarbon condensate is stored in two (2) atmospheric storage tanks (FIN s TK-1 and TK-2) and is routed to the flare (EPN FLARE) for control. Condensate from the atmospheric tank is loaded out from the site via vapor balanced tanker truck loading to NSPS XX pressure tested trucks (EPN L-1) and the operations are controlled by the flare (EPN FLARE).

The facility additionally stores various products used to maintain the equipment for normal operations. These ancillary tanks include a slop oil tank (EPN TK-3), a methanol tank (EPN TK-4), a lube oil tank (EPN TK-5), an antifreeze tank (EPN TK-6), a TEG tank (EPN TK-7), a used antifreeze tank (EPN TK-8) and two (2) sump tanks (EPNs TK-9 and TK-10). Additional sources of emissions include fugitives from piping components (EPN FUG-1) and MSS activities (EPN MSS).

TECHNICAL REVIEW Application/Project Summary

1.	Were a	ny of the GOP index Nos. submitted in this application revised or updated?	Yes
	a.	Were any of these resolved without the submittal of a new UA form?	No

2.	Were provisional requirements or form OP-REQ3 submitted?	. No
3.	Was form OP-REQ2 submitted?	. No
4.	Were any high-level GOP index numbers included in the IMS for this project?	. No
5.	Was Periodic Monitoring (PM) required and included in the IMS?	. No
6.	Was Compliance Assurance Monitoring (CAM) required and included in the IMS?	. No
7.	Was monitoring added in the IMS for emission limits identified in a Standard Permit or PBR?	. No
8.	Were any existing GOP Index Nos. revised or updated?	No
9.	Did this project incorporate a revised GOP?	No

Permit reviewer notes:

For engine CM-9, the applicant originally provided GOP Index No. 514-24-041 for NSPS JJJJ. However, this did not match the horsepower in the unit attributes. The applicant submitted a corrected OP-UA2 upon request and changed to GOP Index No. 514-24-039.

For units TK-4 and GRP-SMLTK (TK-3 and TK-5 through TK-10) the applicant submitted a corrected OP-UA3 upon request and changed to GOP Index No. 514-29-002 to document the negative NSPS OOOOa applicability due to emissions being less than 6 tons per year.

Compliance History Review

- In accordance with 30 TAC Chapter 60, the compliance history was reviewed on <u>July 17, 2024</u> Site rating: <u>0.00 / High</u> Company rating: <u>1.36 / Satisfactory</u> (*High < 0.10; Satisfactory ≥ 0.10 and ≤ 55; Unsatisfactory > 55*)
 If the compliance history is unsatisfactory, is the authorization renewal period less than 5 years?.....NA

Permit reviewer notes:

The required OP-ACPS was submitted indicating all units are in compliance.

Delinquent Fee Check

- 1. The delinquent fee check was performed on August 30, 2024.
- 2. Were there any delinquent fees owed? No

IMPORTANT MILESTONES

Milestone (Standard)	Start Date	End Date
Date Application Received by TCEQ	04/30/2024	
Date Project Received by Engineer	05/17/2024	
Technical Review Period	05/20/2024	08/26/2024

EFFECTIVE PERMIT ISSUANCE DATE: October 11, 2024

mile T. Tenney October 3, 2024 Date

Jennifer Tenney (Permit Reviewer Operating Permits Section Air Permits Division

10/08/2024 Elizabeth Moorhead Date Icanadadorb (1. / loornead **Operating Permits Section** Air Permit Division

CONTACT INFORMATION

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