

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

N760734470

FACILITY: BREITBURN OPERATING LP-MADV CPF		SRN / ID: N7607
LOCATION: T 29N R5W SEC 26, MANCELONA TWP		DISTRICT: Gaylord
CITY: MANCELONA TWP		COUNTY: ANTRIM
CONTACT:		ACTIVITY DATE: 05/09/2016
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Site inspection for FCE		
RESOLVED COMPLAINTS:		

On May 9, 2016, I inspected the MADV Facility as part of a FCE. See CA\_N760734386 for the MAERS and record reviews of this FCE.

Permit 134-06, Special Condition 1.12, sets engine stack dimensions as a maximum diameter of 16 inches and a minimum height of 17 feet above ground level. The stack appeared to be about 16 inches diameter and considerably higher than 17 feet above ground level, perhaps 30 feet, although I wasn't able to estimate it accurately. There was no opacity from the stack.

The facility sign read BreitBurn Operating LP - Mancelona ADV CPF - SW/4 SW/4 NW/4 Sec 26 - T29N R5W - Mancelona Twp., Antrim Co. - In case of emergency 888-250-1681.

The facility had a three light safety light system. At the time of my inspection the green light was on.

The facility contains one Caterpillar compressor with catalytic oxidizer. The compressor is labeled GCS 857 in metal characters welded to the engine mount, identifying it as Gas Compression Services Unit 857. Engine oil pressure was 65 PSI, engine water temperature 190 degrees f, compressor oil pressure was 55. The engine was running at 1135 RPM. Pre catalyst temperature was 938 degrees f and post catalyst temperature was 967 degrees f, according to a digital display. A temperature rise across the catalytic oxidizer indicates it is burning pollutants from the exhaust stream, which in turn suggests it is operating properly.

I also tried to take temperatures on the outside of the catalytic oxidizer using our remote IR thermometer. I got 525 degrees f at the lower end of the catalytic oxidizer and 555 degrees f at the upper end.

The facility includes a glycol dehydrator in a small building southeast of the compressor shed. The burner stack was about 6 inches diameter and 16 feet high, terminating in a sort of T stack cap bent into an upward pointing arrow shape. The still vent was about two inches diameter ending in a T pipe fitting, at about 14 feet above ground level. There were moderate glycol odors downwind from this. There was some "steam" from the still vent but no other opacity.

I noted some tanks on site. There was one 400 barrel tank and one of perhaps half that volume, enclosed in a lined berm. These were not labeled but were probably brine and/or slop tanks. Inside the compressor shed I saw standard 300 gallon sized drum on stilt tanks labeled as Chevron motor oil and industrial oil. A third, unlabeled such tank appeared to be engine coolant, as it was piped to the engine radiator.

Maintenance appeared adequate. There was some rust but I saw no leaks or spills and no stained soils indicating old spills.

NAME William J Rogers, Jr

DATE 5/10/16

SUPERVISOR 