From:	CKomadina@tep.com
To:	Rupesh Patel
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Subject:	Technical Review Letter dated October 9, 2017
Date:	Monday, October 9, 2017 4:19:28 PM
Attachments:	NOxBOx.pdf TEP_REND_DBAE550130 Engine Hall Section.pdf TEP_REND_DBAE550133 Engine Hall Plan.pdf TEP_REND_DBAE550134 Power plant site.pdf stack-Model.pdf

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Good Afternoon Rupesh,

Today, TEP is providing additional information as requested by the technical review letter dated October 9, 2017 and during a recent meeting.

Question 1 Merged Stacks – TEP has attached four drawings of the revised stack configuration. This new stack arrangement groups a set of three stacks in such a way that each stack is within 1 diameter of the other two stacks. In addition, the remain two stacks are within 1 diameter of each other. Please note that the stack-Model.pdf will be updated in the future to include additional dimensions. AECOM and TEP are working on completing a "Technical and Policy Justification for Plume Merging: TEP IGS RICE Project". We are hoping to complete this work prior to tomorrow's meeting.

Question asked during meeting regarding monitoring: Please see attached the "NOxBOx.pdf" file which provides information on the SCR NOx monitor system.

Question 1 on Load Analysis: In addition, TEP is providing additional information to answer questions relating to the load analysis. For engine loads of 100%, 75%, 50%, and 25% the following information is provided: exhaust temperature and volumetric flow, NOx, PM10, and PM2.5 emissions.

> In the table below are values after catalyst system. Exhaust gas flows and temperatures provided below are based on the following ambient conditions. i.e. ambient temperature 90°F, RH 9% and altitude 2630 ft.

Engine load (%)	Exhaust gas temperature (°F+/-15°C)	Exhaust gas flow (lb/s +/-5%)	NOx emissions as NO2, lb/h	PM10 (total), lb/h	PM2.5 (total), lb/h
100	672	64.8	1.5	1.78	1.78
75	728	48.7	1.29	1.63	1.63
50	801	33.8	1.21	1.47	1.47
25	807	21.0	0.85	0.96	0.96

TEP will provide additional response to the October 9, 2017 letter in the very near future.

Thank you.
Chuck

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