April 29, 2025

Texas Commission on Environmental Quality
Air Grants Division, MC-204 (NTIG)
12100 Park 35 Circle, Building E, Third Floor
Austin, Texas 78753

via Email: george.kerr@tceq.texas.gov

Subject: 2023 NTIG Program Contract # 582-23-45841-NG
Final Report
Colt G&P (North Texas) L.P.
Huckabay Gas Plant
Erath County, Texas
(CN603042623, RN100226885)

Mr. George Kerr:

In accordance with Task Number 2.5.3(a) of executed New Technology Implementation Grant (NTIG) Program Contract Number 582-23-45841-NG, Colt Midstream, LLC (Colt) respectfully submits the following final report documenting the completed installation and commissioning of two new engines at the Huckabay Gas Plant in Erath County, Texas.

Colt would like to thank the Texas Commission on Environmental Quality (TCEQ) personnel who have worked with us on this project. The Texas Emissions Reduction Plan (TERP) program enabled Colt to dramatically improve emissions and operational performance at the Huckabay Gas Plant.

If you need additional information or have any questions about the following report, please do not hesitate to contact me at (346) 388-2831 or via email at tommy@coltmidstream.com.

Sincerely,
Colt Midstream, LLC

Tommy Chernosky
Co-CEO & COO

2023 TCEQ NTIG Program
Contract # 582-23-45841-NG

Final Report for:
Colt G&P (North Texas) L.P.
CN603042623
RN100226885

Huckabay Gas Plant
Erath County, TX

April 2025

Background:

Colt owns and operates a 20 million standard cubic feet per day (MMscfd) cryogenic gas plant in Erath County, Texas named the Huckabay Gas Plant (Huckabay). As of January 1st, 2023, the Plant was equipped with four compressors and mated MEP engines. Two of those existing MEP engines are now replaced by two new Waukesha 7044 S5 engines mated to Ariel compressors.

Compression Preparation:

Colt selected two Colt-owned compressor skids to be refurbished and relocated to Huckabay. These two compressor skids were already configured for the new Waukesha 7044 S5 engines Colt would be installing, making them a more economical solution than retrofitting the existing compression mated to the old engines.

Colt personnel managed the process of picking up and relocating both skids to Colt's Gordon Gas Processing Plant (Gordon), where there was ample space to break down the compressors and prepare them for reuse. Colt's mechanical technicians overhauled and readied both engines at Gordon, as there wasn't enough room to work on them at Huckabay while the existing engines and compressors were still in place.

Both compressors shown (one in the foreground and one in the background), located at the Gordon during refurbishment by Colt's mechanical technicians

One of the compressor skids (shown from the side) after all internal components were removed for inspection/cleaning/replacement

Removal of the old engines and compressors:

Once the new compressor skids were nearing completion, Colt began breaking out and removing the old compressors. This complex task involved removing dozens of mechanical joints between the old skids and the plant equipment and hundreds of electrical and instrumentation connections. Colt planned this activity carefully so that the remaining two engines could continue to operate the plant if needed during construction.

Once all the mechanical, electrical, and communications equipment were disconnected, Colt's contractor removed the old engines and the old compressor skids.

One of the old compressor skids after removal of the engine and compressor (compressor shown lifted by the crane in the background), prior to removal of the compressor skid

Only bare concrete remains after the removal of the # 2 skid

Only bare concrete remains after the removal of the # 3 skid

The old MEP engines were removed and stacked on a holding skid to be parted out and scrapped

Installation of refurbished compressor skids and new engines:

Once the old skids were removed, Colt's contractor prepared the concrete surface and support structures to receive the new compressor skids. Colt personnel coordinated the relocation and installation of the two refurbished compressor skids from Gordon. Shortly after the compressor skids were installed, the brand new 7044 Waukesha engines arrived and were installed.

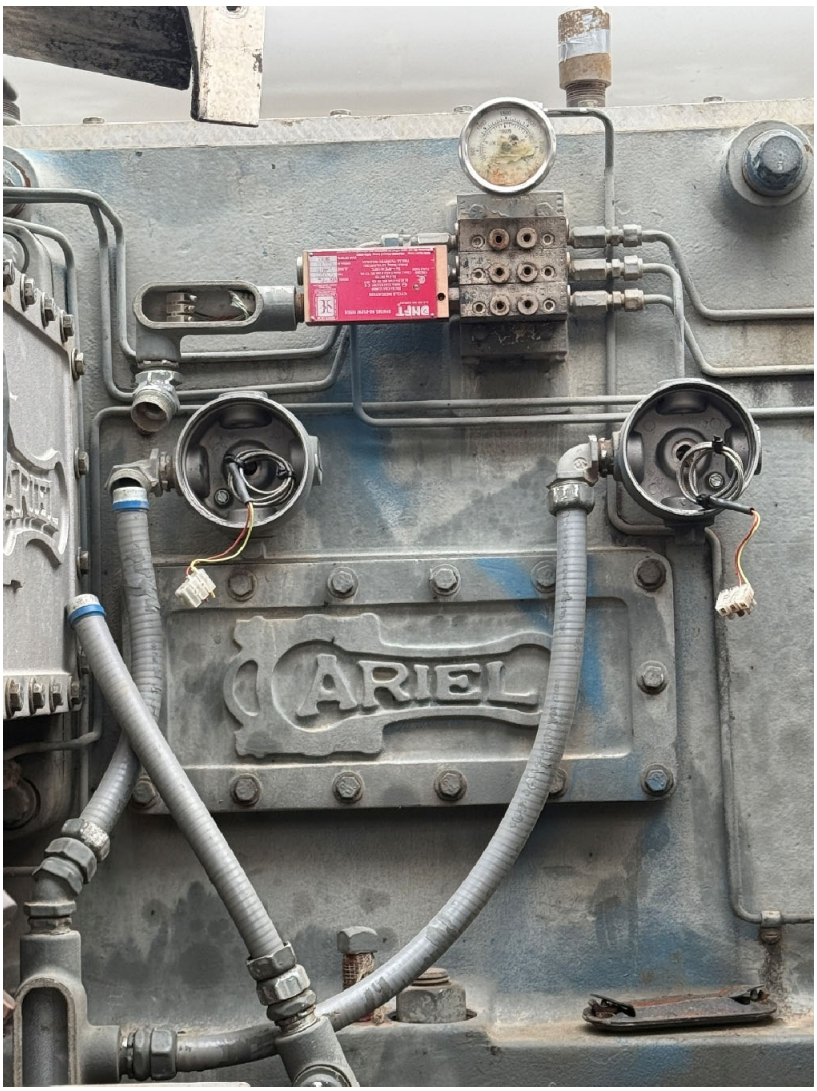
Refurbished compressor skid # 2 installed in its slot

Refurbished compressor skid #3 installed in its slot

Mechanical and piping connections between the existing plant equipment and piping and the new skids

Both new engines set on the refurbished skids

One of the new Waukesha 7044 S5 engines installed on the skid



Electrical terminations ongoing between the plant PLC and the instrumentation on the compressor

Completed exhaust piping for the # 2 engine

2 engine and exhaust – 3-way catalyst housing shown in the upper left, followed by the regenerative heater (grey)

Final integration and commissioning:

Upon the installation of the major mechanical equipment, Colt personnel worked alongside electrical and construction contractors to complete the various integration projects. Several weeks of work were required to finish this integration. Upon completion of the integration, the Colt Project Manager, mechanical technicians, I&E technicians, and Waukesha personnel began a commissioning plan for the two new engines. The commissioning project included various electrical and mechanical checks, including testing all safety functionality for both engines. The engines were both signed off by Waukesha and certified as in-service. During this commissioning process, the 3-way catalysts were installed, and the engine emissions were pre-tested by Colt mechanical technicians. A third-party testing company, Nordon Corporation, completed New Source Performance Standards (NSPS) JJJJ emissions testing for both engines. As required by Permit by Rule (PBR) for Stationary Engines and Turbines under 30 Texas Administrative Code (30 TAC) §106.512, the emissions testing was completed within 60 days of initial startup. The initial test notifications and final test reports were submitted to TCEQ via the Stack Test Online Reporting System (STORS), consistent with our standard practice. Following the completed commissioning and testing of the new equipment, Colt's painting contractor moved in and completed sand blasting and painting all new equipment and piping.

Sand blasting and painting crew at work

Completed # 3 engine with new engine control and PLC shown in the foreground

Completed # 3 engine

Completed view of # 2 and # 3 engines

Completed # 2 engine - regenerative heater shown behind the catalyst housing

Overview of all four engines at Huckabay, including the two MEP (# 1 and # 4) engines and the two new Waukesha 7044 S5 (# 2 and # 3) engines