

ADEC AERMET Data Summary

2010 – 2011 Milne Point Unit L-Pad

Issue/Revision Date: April 27, 2017

The Alaska Department of Environmental Conservation (ADEC) is providing the following AERMOD-ready meteorological data files for general use. Applicants who use these files should state that they obtained them from ADEC's web-site. Applicants will still need to demonstrate that the data are representative of the transport conditions at their stationary source, but they will not need to provide quality assurance information or the supporting AERMET files. Additional information regarding the data and AERMET settings used to generate these files may be found in the indicated permit application and technical analysis report.

Data Set (Name/WBAN #): **Milne Point Unit L-Pad (N/A)**

Data Period: **October 1, 2010 – September 30, 2011**

General Location: **Alaska North Slope – Near Simpson Lagoon**

Data Collected By: **BP Exploration (Alaska), Inc. (BPXA)**

Data Processed By: **SLR International Corporation (SLR)**

AERMET Version: **16216**

AERMINUTE Version: **N/A**

Anemometer Height (m): **12.5**

Wind Speed Threshold (m/s): **0.5**

Base Elevation (m): **8**

Upper Air Station (Name/WBAN #): **Barrow (27502)**

Permit Record with Original Documentation: **Oooguruk Tie-In Pad Expansion Project (Minor Permit AQ0911MSS05)**

Data Summary: BPXA measured/calculated: wind speed/direction at 12.5 m above ground, standard deviation of wind direction (sigma-theta), air temperature at 2 m (T-2), air temperature at 10 m (T-10), temperature difference (T-10 minus T-2), solar radiation, and relative humidity.

Comments: SLR originally processed the L-Pad data on behalf of Caelus Natural Resources Alaska, LLC. SLR used AERMET 14134 in the original processing.

Revision Notes:

- February 28, 2017: SLR reprocessed the L-Pad data on behalf of Eni US Operating Co. Inc. for Minor Permit AQ0923MSS11. SLR used the same AERMET input files as used in the original Oooguruk project. They opted to continue using the sigma-theta data rather than EPA's newly developed algorithm for adjusting the surface friction velocity (u^*).