REGION 5
CHICAGO, IL 60604

MEMORANDUM

SUBJECT: CLEAN AIR ACT INSPECTION REPORT
Ascent Resources Well Pads in Belmont, Guernsey, and Harrison Counties, Ohio

FROM: Natalie Topinka, Environmental Scientist
AECAB (IL/IN)

Jacob Herbers, Environmental Engineer
AECAB (MI/WI)

THRU: Sarah Marshall, Section Supervisor
AECAB (MI/WI)

TO: File

BASIC INFORMATION

Facility Name: Ascent Resources Well Pads

Facility Locations:

Well Pad Name	latitude	longitude
ALBERT E KKW BL	40.045772	-81.2131
MALDON E WRN BL	40.008924	-81.1989
BANNOCK N UNN BL	40.117391	-81.0063
ECHO S ATH HR	40.180388	-81.0276
VICTORIA E ATH HR	40.203270	-81.0797
ELLEN E MRF HR	40.227224	-81.1479
LAKE LND GR	40.148297	-81.2973
KROBY NE MDS GR	40.122779	-81.3608
MILLER FARMS E WSG GR	40.174866	-81.3805
WALDO E MNR GR	40.174503	-81.4486
TARPLEY OXF GR	40.063939	-81.2945
BILINOVICH E LND GR	40.087449	-81.3027
GILCHER N LND GR	40.101142	-81.2874
BETTS N LND GR	40.111313	-81.2601

HENRY LND GR	40.127805	-81.2902
THOMAS NE LND GR	40.095163	-81.3078
GINGERICH S LND GR	40.089037	-81.3270
LINCOLN S MDS GR	40.093905	-81.3603
JENNINGS E WLS GR	40.011373	-81.4552
WAMPUM RCH GR	39.965518	-81.4372
LAVADA RCH GR	39.971987	-81.4120
WATSON E MLW GR	39.963052	-81.3625

Date of Inspection: October 8-9, 2024

EPA Inspector(s):

1. Natalie Topinka, Environmental Scientist
2. Jacob Herbers, Environmental Engineer

Other Attendees:

1. Jon Hickman, EHS Field Manager – Environmental, Ascent Resources
2. Amanda Warnock, EHS Supervisor, Ascent Resources
3. Joe Steel, Ascent Resources
4. Cory McNutt, Ascent Resources
5. Hugo Perez, Ascent Resources
6. Adam Pence, Ascent Resources
7. Brian Hottel, Ascent Resources
8. Matthew Palmer, Ascent Resources
9. Josh Gessel, Ascent Resources
10. Mike Maycowski, Ascent Resources
11. Bob Adams, Ascent Resources
12. Bryan Ely, Ascent Resources
13. Brandon St. Clair, Ascent Resources
14. Josh Franks, Ascent Resources

Contact Email Addresses: jon.hickman@ascentresources.com, evan.pearson@ascentresources.com, bryan.ely@ascentresources.com

Purpose of Inspection: To assess compliance with Clean Air Act regulations for oil and natural gas well pads and the facility's permits.

Facility Type: Oil and natural gas well pads.

Regulations Central to Inspection: Standards of Performance for Crude Oil and Natural Gas Facilities, at 40 C.F.R. Part 60, Subparts OOOOa and OOOOb; and Ascent's State-Issued Permits to Install and Operate (PTIOs).

Arrival and Departure Times:

Well Pad Name	Inspection Date	Arrival Time (EDT)	Departure Time (EDT)
ALBERT E KKW BL	10/8/2024	08:26	09:34
MALDON E WRN BL	10/8/2024	09:50	10:08
BANNOCK N UNN BL	10/8/2024	10:58	11:20
ECHO S ATH HR	10/8/2024	11:40	11:58
VICTORIA E ATH HR	10/8/2024	12:13	12:37
ELLEN E MRF HR	10/8/2024	12:55	13:15
LAKE LND GR	10/8/2024	13:40	14:00
HENRY LND GR	10/8/2024	14:06	14:17
BETTS N LND GR	10/8/2024	14:28	14:44
GILCHER N LND GR	10/8/2024	14:55	15:10
BILINOVICH E LND GR	10/8/2024	15:15	15:30
THOMAS NE LND GR	10/8/2024	15:40	16:05
GINGERICH S LND GR	10/8/2024	16:11	16:29
KROBY NE MDS GR	10/9/2024	08:30	08:47
MILLER FARMS E WSG GR	10/9/2024	09:03	09:16
WALDO E MNR GR	10/9/2024	09:28	09:39
LINCOLN S MDS GR	10/9/2024	10:00	10:13
TARPLEY OXF GR	10/9/2024	10:31	10:43
JENNINGS E WLS GR	10/9/2024	10:59	11:15
LAVADA RCH GR	10/9/2024	11:25	11:48
WATSON E MLW GR	10/9/2024	11:58	12:30
WAMPUM RCH GR	10/9/2024	12:41	13:00

Inspection Type:

☐ Unannounced Inspection
☒ Announced Inspection

OPENING CONFERENCE

☒ Presented Credentials
☒ Stated authority and purpose of inspection
☒ Provided Small Business Resource Information Sheet
☒ Provided CBI warning to facility

The following information was obtained verbally from Ascent Resources representatives unless otherwise noted.

Process Description:

1. Albert Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at five wells. Natural gas is separated and sent to a sales line. The site originally had 8 tanks in 2019, now it has two 500-barrel (bbl) produced water tanks and two 500-bbl condensate tanks. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor. There is a pressure monitor on the vapor line to the combustor. Ascent aims to maintain tank headspace pressure below 10 oz/in^2. The vapor line to the combustor opens at 4 oz/in^2.
2. Maldon Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated, dehydrated, and sent to a sales line. The site has two produced water tanks and three condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.
3. Bannock Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated, dehydrated, and sent to a sales line. The site has two produced water tanks and two condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.
4. Echo Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at seven wells. Natural gas is separated and sent to a sales line. The site has one produced water tank and three condensate tanks. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.
5. Victoria Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at five wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.
6. Ellen Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.
7. Lake Pad:
   An emulsion of natural gas, condensate, and produced water is extracted at five wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.
8. Henry Pad:

An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

9. Betts Pad:

   An emulsion of natural gas, condensate, and produced water is extracted at seven wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and six condensate tanks. Two low-pressure towers were on-site and in service at the time of our inspection. The headspaces of all eight tanks are piped together, and vapors from the tanks are controlled with a combustor.

10. Gilcher Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.

11. Bilinovich Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

12. Thomas Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at six wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

13. Gingerich Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.

14. Kroby Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated and sent to a sales line. The site has three produced water tanks and three condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all six tanks are piped together, and vapors from the tanks are controlled with a combustor. A backup combustor is also on-site.

15. Miller Farms Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at two wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and

two condensate tanks. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.

16. Waldo Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at one well. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

17. Lincoln Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

18. Tarpley Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. A low-pressure tower was on-site but not in service at the time of our inspection. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor.

19. Jennings Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at four wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and three condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all five tanks are piped together, and vapors from the tanks are controlled with a combustor.

20. Lavada Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at two wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and six condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all eight tanks are piped together, and vapors from the tanks are controlled with a combustor.

21. Watson Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at six wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and four condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all six tanks are piped together, and vapors from the tanks are controlled with a combustor.

22. Wampum Pad:

    An emulsion of natural gas, condensate, and produced water is extracted at three wells. Natural gas is separated and sent to a sales line. The site has two produced water tanks and two condensate tanks. A low-pressure tower was on-site and in service at the time of our inspection. The headspaces of all four tanks are piped together, and vapors from the tanks are controlled with a combustor. A backup combustor is also on-site.

Staff Interview:
Ascent performs Method 22 on its combustors monthly. Compressor engines are stack tested annually. Vapor flow rates to combustors are not monitored. In general, higher vapor flow rates result in higher combustor temperatures. If a combustor set point temperature (usually about 2000°F) is exceeded, the well pad automatically shuts in. Pneumatic controllers are air-driven. If production conditions indicate that a piece of equipment should be added or removed from a site, a facility design change request is submitted to Ascent personnel at the Oklahoma City headquarters where its impact is modeled and reviewed before approval. When a piece of equipment is scheduled to be removed from a site, it is taken offline for a few weeks before being removed from the site (to confirm how its removal may impact operations).

TOUR INFORMATION

EPA Toured the Facility: Yes

Data Collected and Observations:

1. Albert Pad:
   We observed the combustor in operation and recorded a video of the combustor plume using a Forward-Looking Infrared (FLIR) camera, model Gx320. We climbed the tank battery and observed the vapor collection system, thief hatches, and pressure relief valves (PRVs). A liquid dump event occurred to the tanks while we were on top of the tank battery. Tank pressure monitors indicated that tank pressure was 4 oz/in^2. Downwind of the compressor engine, several 4-gas meters worn by Ascent personnel alarmed for carbon monoxide. We recorded a FLIR video of the compressor engine stack.
2. Maldon Pad:
   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. A liquid dump event occurred to the tanks while we were on top of the tank battery, at which point both PRVs were emitting vapors. We observed visual refraction of the air around the PRVs and odor. We observed emissions from the thief hatch on Condensate Tank 2, from the emergency pressure relief devices (EPRVs) on Produced Water Tank 1 and Condensate Tank 3, and from both PRVs. We recorded FLIR videos of each emission point. We observed oily residue on the EPRVs on Produced Water Tank 2. We also recorded a FLIR video of the compressor exhaust stack.
3. Bannock Pad:
   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We also recorded a FLIR video of the compressor exhaust stack.
4. Echo Pad:
   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. Tank pressure monitors indicated that tank pressure was 4 oz/in^2.

5. Victoria Pad:

   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the EPRV on Produced Water Tank 1 and from the thief hatch on Produced Water Tank 2. The EPRV was rusty around the seal. We recorded FLIR videos of both emission points. The vapor line pressure gauge read 0 oz/in^2 and we noted odor atop the tank battery. We also recorded a FLIR video of the compressor exhaust stack.

6. Ellen Pad:

   Conditions were windy while we were on-site at the Ellen Pad. We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on one condensate tank and recorded a FLIR video there. We also noted odor atop the tank battery. At least one liquid dump event occurred when we were on the top of the tank battery. The pressure gauge on the vapor line to the combustor read 2 oz/in^2.

7. Lake Pad:

   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs.

8. Henry Pad:

   We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 672 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs.

9. Betts Pad:

   We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs.

10. Gilcher Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. A liquid dump occurred while we were on top of the tank battery. We observed emissions from the thief hatch on Produced Water Tank 1 and at the PRV above that tank. We recorded FLIR videos at both emission points.

11. Bilinovich Pad:

    Conditions were windy while we were on-site at the Bilinovich Pad. We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatches on Condensate Tanks 1 and 5 and Produced Water Tank 1. We recorded FLIR videos of each emission point. We also noted odor atop the tank battery. A pressure gauge on the tank battery indicated 5 inches of water column (inH_2O).

12. Thomas Pad:

    We observed the combustor in operation and recorded two FLIR videos of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from both the thief hatches and EPRVs on Condensate Tank 1 and Produced Water Tanks 1 and 2, and from the PRV above Condensate Tank 1. We recorded FLIR videos of each emission point. A pressure gauge on the vapor line to the combustor read -7.6 inH_2O.

13. Gingerich Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. A pressure gauge on the vapor line to the combustor read 0.8 inH_2O.

14. Kroby Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor temperature gauge read 133 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. A pressure gauge on the tanks read -0.2 oz/in^2.

15. Miller Farms Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 607 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on Produced Water Tank 2, and from EPRVs on Condensate Tank 1 and Produced Water Tanks 1 and 2. We recorded FLIR videos of each emission point. We noted odor atop the tank battery.

16. Waldo Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 282 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on Condensate Tank 2 and from the EPRV on Produced Water Tank 1. We recorded FLIR videos of each emission point.

17. Lincoln Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 218 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the EPRVs on Condensate Tank 5 and Produced Water Tanks 1 and 2, with the latter having oily residue. We recorded FLIR videos of each emission point. A pressure gauge on the low pressure tower read 3 pounds per square inch (psi).

18. Tarpley Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 604 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the EPRV on Produced Water Tank 1 and from the PRV above Produced Water Tank 1. We recorded FLIR videos of each emission point.

19. Jennings Pad:

    Conditions were windy while we were on-site at the Jennings Pad. We observed the combustor in operation with visible emissions, and recorded a FLIR video of the combustor plume. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on Produced Water Tank 2 and noted an odor and visible refraction at the emitting thief hatch. We recorded FLIR videos of the emission point. A pressure gauge on the low pressure tower read 2.6 psi.

20. Lavada Pad:

    Conditions were windy while we were on-site at the Lavada Pad. We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 134 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on Condensate Tank 6 and from the EPRV on Produced Water Tank 1. We recorded FLIR videos of each emission point. A pressure gauge on the vapor line to the combustor read 0.3 oz/in^2. A pressure gauge on the low pressure tower read 4.2 psi. We noted odor atop the tank battery. Truck loading was occurring while we were on-site, we observed emissions from the truck loadout valve on the vent line in, and recorded a FLIR video of it.

21. Watson Pad:

    Conditions were windy while we were on-site at the Watson Pad. We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 163 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatches on Condensate Tanks 2 and 4 and Produced Water Tanks 1 and 2, and from the PRVs above Condensate Tanks 1 and 2. We recorded FLIR videos of each emission point. A pressure gauge on the low pressure tower read 2.8 psi. We noted odor atop the tank battery.

22. Wampum Pad:

    We observed the combustor in operation and recorded a FLIR video of the combustor plume. The combustor process temperature gauge read 292 °F. We climbed the tank battery and observed the vapor collection system, thief hatches, and PRVs. We observed emissions from the thief hatch on Condensate Tank 2 and from the EPRVs on Produced Water Tanks 1 and Condensate Tank 2. We recorded FLIR videos of each emission point. A pressure gauge on the tanks read 0.3 oz/in^2. A pressure gauge on the low pressure tower read 3.03 psi.

After our site visits to the well pads, we returned to Ascent's office headquarters in Cambridge, Ohio and got a tour of the control room. From the control room, which is staffed 24 hours a day, 7 days a week, operators have camera views of all well pads and can monitor parameters such as tank levels, instrument air, well pressure, combustor temperature, low pressure tower pressure, and compressor temperature and pressure. Data coming to the control room lags real-time by about 15 minutes. If a parameter is out of range, operators in charge of those well pad routes will get an alarm through Microsoft Teams.

Photos and/or Videos: were taken during the inspection and are listed in Appendix A.

Field Measurements: were not taken during this inspection.

CLOSING CONFERENCE

☒ Provided U.S. EPA point of contact to the facility.

Compliance Assistance:
We discussed with Ascent representatives using properly operating tank pressure or vapor line pressure monitors and the results of leak detection OGI surveys to inform root causes of emissions, such as overpressurization when plunger lifts arrive simultaneously and cause a large liquid dump event. We also discussed ensuring that whatever emissions conditions are modeled are then verified in the field.

Concerns:
We observed that some of the combustors had large trailing plumes of uncombusted VOCs. We expressed concern that the efficiency of the combustors was not being optimized, and that without monitoring certain parameters such as vapor flow rate, it cannot be confirmed that Ascent's combustors were meeting the parameters under which the combustors were manufacturer-tested to achieve their rated efficiency. We also noted that at some well pads, the normal range of operating conditions, including liquid dumps to the tanks, appeared to be leading to overpressurization of the tank vapor control system and were resulting in emissions from pressure relief points such as PRVs, EPRVs, and thief hatches.

DIGITAL SIGNATURES

Report Author: NATALIE TOPINKA Digitally signed by NATALIE TOPINKA Date: 2024.11.05 15:21:15 -06'00'

Report Author: Herbers, Jacob Digitally signed by Herbers, Jacob Date: 2024.11.05 15:24:24 -06'00'

Section Supervisor: SARAH MARSHALL Digitally signed by SARAH MARSHALL Date: 2024.11.06 15:22:12 -06'00'

APPENDIX A: DIGITAL VIDEO LOG

Inspector Names: Natalie Topinka, Jacob Herbers **Archival Record Location:** EPA Electronic Records

Image #	File Name	Date and Time (CDT)	Description of Video
1	FLIR0319.mp4	10/8/2024 07:55	Albert Pad - combustor plume
2	FLIR0320.mp4	10/8/2024 08:12	Albert Pad - compressor stack
3	FLIR0321.mp4	10/8/2024 08:56	Maldon Pad - combustor plume
4	FLIR0322.mp4	10/8/2024 08:58	Maldon Pad - compressor stack
5	FLIR0323.mp4	10/8/2024 09:06	Maldon Pad - EPRV
6	FLIR0324.mp4	10/8/2024 09:08	Maldon Pad - EPRV
7	FLIR0325.mp4	10/8/2024 09:09	Maldon Pad - PRVs
8	FLIR0326.mp4	10/8/2024 09:11	Maldon Pad - EPRV
9	FLIR0327.mp4	10/8/2024 10:06	Bannock Pad - combustor plume
10	FLIR0328.mp4	10/8/2024 10:08	Bannock Pad - compressor stack
11	FLIR0329.mp4	10/8/2024 10:44	Echo Pad - combustor plume
12	FLIR0330.mp4	10/8/2024 11:19	Victoria Pad - EPRV
13	FLIR0331.mp4	10/8/2024 11:26	Victoria Pad - thief hatch
14	FLIR0332.mp4	10/8/2024 11:29	Victoria Pad - combustor plume
15	FLIR0333.mp4	10/8/2024 11:31	Victoria Pad - compressor stack
16	FLIR0334.mp4	10/8/2024 12:04	Ellen Pad - thief hatch
17	FLIR0335.mp4	10/8/2024 12:10	Ellen Pad - combustor plume
18	FLIR0336.mp4	10/8/2024 12:48	Lake Pad - combustor plume
19	FLIR0337.mp4	10/8/2024 12:49	Error
20	FLIR0338.mp4	10/8/2024 13:08	Henry Pad - combustor plume
21	FLIR0339.mp4	10/8/2024 13:32	Betts Pad - combustor plume
22	FLIR0340.mp4	10/8/2024 13:57	Gilcher Pad - combustor plume
23	FLIR0341.mp4	10/8/2024 14:01	Gilcher Pad - thief hatch
24	FLIR0342.mp4	10/8/2024 14:02	Gilcher Pad - PRV
25	FLIR0343.mp4	10/8/2024 14:20	Bilinovich Pad - combustor plume
26	FLIR0344.mp4	10/8/2024 14:23	Bilinovich Pad - thief hatch emissions
27	FLIR0345.mp4	10/8/2024 14:25	Bilinovich Pad - thief hatch emissions
28	FLIR0346.mp4	10/8/2024 14:26	Bilinovich Pad - thief hatch emissions
29	FLIR0347.mp4	10/8/2024 14:46	Thomas Pad - combustor plume
30	FLIR0348.mp4	10/8/2024 14:48	Thomas Pad - combustor plume
31	FLIR0349.mp4	10/8/2024 14:51	Thomas Pad - thief hatch
32	FLIR0350.mp4	10/8/2024 14:52	Thomas Pad - EPRV
33	FLIR0351.mp4	10/8/2024 14:53	Thomas Pad - EPRV
34	FLIR0352.mp4	10/8/2024 14:54	Thomas Pad - EPRV
35	FLIR0353.mp4	10/8/2024 14:55	Thomas Pad - thief hatch
36	FLIR0354.mp4	10/8/2024 14:56	Thomas Pad - EPRV
37	FLIR0355.mp4	10/8/2024 14:57	Thomas Pad - PRV
38	FLIR0356.mp4	10/8/2024 10:20	Gingerich Pad - combustor plume

39	FLIR0357.mp4	10/9/2024 07:39	Kroby Pad - combustor plume
40	FLIR0358.mp4	10/9/2024 08:06	Miller Farms Pad - combustor plume
41	FLIR0359.mp4	10/9/2024 08:08	Miller Farms Pad - thief hatch
42	FLIR0360.mp4	10/9/2024 08:09	Miller Farms Pad - EPRV
43	FLIR0361.mp4	10/9/2024 08:11	Miller Farms Pad - EPRV
44	FLIR0362.mp4	10/9/2024 08:12	Miller Farms Pad - EPRV
45	FLIR0363.mp4	10/9/2024 08:31	Waldo Pad - combustor plume
46	FLIR0364.mp4	10/9/2024 08:35	Waldo Pad - thief hatch
47	FLIR0365.mp4	10/9/2024 08:36	Waldo Pad - EPRV
48	FLIR0366.mp4	10/9/2024 09:02	Lincoln Pad - combustor plume
49	FLIR0367.mp4	10/9/2024 09:06	Lincoln Pad - EPRV
50	FLIR0368.mp4	10/9/2024 09:07	Lincoln Pad - EPRV
51	FLIR0369.mp4	10/9/2024 09:08	Lincoln Pad - EPRV
52	FLIR0370.mp4	10/9/2024 09:34	Tarpley Pad - combustor plume
53	FLIR0371.mp4	10/9/2024 09:37	Tarpley Pad - EPRV
54	FLIR0372.mp4	10/9/2024 09:39	Tarpley Pad - PRV
55	FLIR0373.mp4	10/9/2024 10:05	Jennings Pad - thief hatch
56	FLIR0374.mp4	10/9/2024 10:11	Jennings Pad - combustor plume
57	FLIR0375.mp4	10/9/2024 10:28	Lavada Pad - truck loading connector
58	FLIR0376.mp4	10/9/2024 10:32	Lavada Pad - thief hatch
59	FLIR0377.mp4	10/9/2024 10:39	Lavada Pad - thief hatch
60	FLIR0378.mp4	10/9/2024 10:45	Lavada Pad - combustor plume
61	FLIR0379.mp4	10/9/2024 11:02	Watson Pad - thief hatch
62	FLIR0380.mp4	10/9/2024 11:02	Watson Pad - PRV
63	FLIR0381.mp4	10/9/2024 11:02	Watson Pad - PRV
64	FLIR0382.mp4	10/9/2024 11:02	Watson Pad - thief hatch
65	FLIR0383.mp4	10/9/2024 11:02	Watson Pad - thief hatch
66	FLIR0384.mp4	10/9/2024 11:02	Watson Pad - thief hatch
67	FLIR0385.mp4	10/9/2024 11:02	Watson Pad - combustor plume
68	FLIR0386.mp4	10/9/2024 11:46	Wampum Pad - thief hatch
69	FLIR0387.mp4	10/9/2024 11:47	Wampum Pad - EPRV
70	FLIR0388.mp4	10/9/2024 11:48	Wampum Pad - EPRV
71	FLIR0389.mp4	10/9/2024 11:52	Wampum Pad - combustor plume