



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

**Portland International Jetport
Cumberland County
Portland, Maine
A-582-71-J-A (SM)**

**Departmental
Findings of Fact and Order
Air Emission License
Amendment #1**

FINDINGS OF FACT

After review of the air emissions license amendment application, staff investigation reports and other documents in the applicant's file in the Bureau of Air Quality, pursuant to 38 Maine Revised Statutes Annotated (M.R.S.A.), §344 and §590, the Maine Department of Environmental Protection (Department) finds the following facts:

I. REGISTRATION

A. Introduction

Portland International Jetport was issued Air Emission License A-582-71-I-R/A on June 9, 2011, permitting the operation of emission sources associated with their air travel facility.

Portland International Jetport has requested an amendment to add two dual-fuel fired boilers located in the new terminal expansion mechanical room to the license, to correct the capacity of the North Garage Snow Melt Boiler, and to add the second North Garage Snow Melt Boiler.

The equipment in this license is located on the airport campus with an address of 1001 Westbrook Street, Portland, Maine.

B. Emission Equipment

The following equipment is addressed in this air emission license:

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826
RAY BLDG., HOSPITAL ST.

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143

Boilers

Equipment	Maximum Capacity (MMBtu/hr)	Maximum Firing Rate	Fuel Type	Manufacture Date	Install. Date	Stack #
Terminal Expansion Mechanical Room Boiler 1	3.0	2836 scf/hr	natural gas	2010	2011	21
		19.6 gal/hr	#2 fuel oil			
Terminal Expansion Mechanical Room Boiler 2	3.0	2836 scf/hr	natural gas	2010	2011	21
		19.6 gal/hr	#2 fuel oil			
North Garage Snow Melt Boiler 1	13.5 (listed incorrectly as 1.35 in previous license)	13,500 scf/hr	natural gas	2009	2009	N/A
North Garage Snow Melt Boiler 2	9.0	9000 scf/hr	natural gas	2009	2009	N/A

C. Application Classification

The modification of a minor source is considered a major or minor modification based on whether or not expected emission increases exceed the "Significant Emission Levels" as defined in the Department's regulations. The emission increases are determined by subtracting the current licensed emissions preceding the modification from the maximum future licensed allowed emissions, as follows:

<u>Pollutant</u>	<u>Current License (TPY)</u>	<u>Future License (TPY)</u>	<u>Net Change (TPY)</u>	<u>Sig. Level</u>
PM	1.71	1.93	+0.22	100
PM ₁₀	1.71	1.93	+0.22	100
SO ₂	2.76	2.83	+0.07	100
NO _x	28.03	39.57	+11.54	100
CO	7.16	16.86	+9.7	100
VOC	1.81	2.45	+0.64	50
CO ₂ e	<100,000	<100,000	<100,000	100,000

This modification is determined to be a minor modification and has been processed as such.

II. BEST PRACTICAL TREATMENT (BPT)

A. Introduction

In order to receive a license, the applicant must control emissions from each unit to a level considered by the Department to represent Best Practical Treatment (BPT), as defined in *Definitions Regulation*, 06-096 CMR 100 (as amended). Separate control requirement categories exist for new and existing equipment as well as for those sources located in designated non-attainment areas.

BPT for new sources and modifications requires a demonstration that emissions are receiving Best Available Control Technology (BACT), as defined in *Definitions Regulation*, 06-096 CMR 100 (as amended). BACT is a top-down approach to selecting air emission controls considering economic, environmental and energy impacts.

B. Boilers

Portland International Jetport has two 3.0 MMBtu/hr maximum capacity input rated dual fuel boilers installed in the Terminal Expansion Mechanical Room which were not listed in the air emission license renewal/amendment issued June 9, 2011. The boilers have the capability of firing either #2 fuel oil or natural gas, with natural gas currently used as the primary fuel. The heat input ratings of the boilers were calculated based on fuel flow of 2836 scf/hr of natural gas. The two Terminal Expansion Mechanical Room Boilers share a common stack.

Also as part of the terminal expansion project, Portland International Jetport installed two natural gas boilers for snow melting purposes located in the North Garage. These units were addressed during the air emission license renewal/amendment process; however, the submitted application included a decimal placement error in the capacity heat input rates. Currently in the license, the larger boiler is listed at 1.35 MMBtu/hr and the smaller boiler was not included since 0.9 MMBtu/hr was below the licensing threshold. The boilers are actually rated at 13.5 MMBtu/hr and 9.0 MMBtu/hr. This amendment revises the snow melt boilers' capacities and includes both units. The snow melt system has no stack since the emissions are discharged into the water. The snow melt system is comprised of a water-filled melting tank, a burner, a weir tube, a warm water spray, and an over flow drain. The snow is loaded into the water tank, the burner fires downward through a tube immersed in the water. Hot combustion products from the burner mix with the water and travel up through a weir tube. At the top of the tube, the cooled gases exhaust to atmosphere and the warm water is sprayed over the snow to promote additional melting. Overflow water is drained.

Based on the sizes of the two Terminal Expansion Mechanical Room Boilers and the two North Garage Snow Melt Boilers, only the larger North Garage Snow Melt Boiler is subject to the New Source Performance Standards (NSPS) 40 CFR Part 60, Subpart Dc, *Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units*, for units greater than 10 MMBtu/hr manufactured after June 9, 1989. Steam generating unit is defined in 40 CFR Part 60, Subpart Dc as "a device that combusts any fuel and produces steam or heats water or heats any heat transfer medium. This term includes any duct burner that combusts fuel and is part of a combined cycle system. This term does not include process heaters as defined in this subpart." Process heater is defined in 40 CFR Part 60, Subpart Dc as "a device that is primarily used to heat a material to initiate or promote a chemical reaction in which the material participates as a reactant or catalyst."

1. BACT Findings

The BACT emission limits for the boilers were based on the following:

#2 Fuel Oil

- PM/PM₁₀ – 0.12 lb/MMBtu based on 06-096 CMR 103
- SO₂ – based on firing #2 fuel oil (0.35% sulfur); 0.35 lb/MMBtu
- NO_x – 0.35 lb/MMBtu based on similar sources
- CO – 5 lb/1000 gal based on AP-42, Table 1.3-1, dated 5/10
- VOC – 0.2 lb/1000 gal based on AP-42, Table 1.3-3, dated 5/10
- Opacity – 06-096 CMR 101 and 06-096 CMR 115, BACT

Natural Gas

- PM/PM₁₀ – 1.9 lb/MMscf based on AP-42, Table 1.4-2, dated 7/98
- SO₂ – 0.6 lb/MMscf based on AP-42, Table 1.4-2, dated 7/98
- NO_x – 100 lb/MMscf based on AP-42, Table 1.4-1, dated 7/98
- CO – 84 lb/MMscf based on AP-42, Table 1.4-1, dated 7/98
- VOC – 5.5 lb/MMscf based on AP-42, Table 1.4-2, dated 7/98
- Opacity – 06-096 CMR 101 and 06-096 CMR 115, BACT

The BACT emission limits for the boilers are the following:

Unit	Fuel	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Terminal Expansion Mechanical Room Boiler 1 (3.0 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.05	1.05	0.10	0.01
	natural gas	0.006	0.006	0.002	0.29	0.25	0.02
Terminal Expansion Mechanical Room Boiler 2 (3.0 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.05	1.05	0.10	0.01
	natural gas	0.006	0.006	0.002	0.29	0.25	0.02
North Garage Snow Melt Boiler 1 (13.5 MMBtu/hr)	natural gas	0.02	0.02	0.008	1.31	1.10	0.07
North Garage Snow Melt Boiler 2 (9.0 MMBtu/hr)	natural gas	0.02	0.02	0.005	0.87	0.73	0.05

Visible emissions from the Terminal Expansion Mechanical Room Boilers' common stack shall not exceed 10% opacity on a 6 minute block average, except for no more than one (1) six (6) minute block average in a 3 hour period.

Portland International Jetport shall continue to be limited to 98,000 gallons/year of #2 fuel oil. There is no limit on natural gas use.

Prior to July 1, 2016, or by the date otherwise stated in 38 MRSA §603-A(2)(A)(3), the #2 fuel oil fired in the boilers shall not exceed a maximum sulfur content of 0.35% by weight. Per 38 MRSA §603-A(2)(A)(3), beginning July 1, 2016, or on the date specified in the statute, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm), and beginning January 1, 2018, or on the date specified in the statute, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm). The specific dates contained in this paragraph reflect the current dates in the statute as of the effective date of this license; however, if the statute is revised, the facility shall comply with the revised dates upon promulgation of the statute revision.

2. Periodic Monitoring

Periodic monitoring for the boilers shall include recordkeeping to document fuel use both on a monthly and 12 month rolling total basis. Documentation shall include the type of fuel used and sulfur content of the fuel, if applicable.

Although there is no limit on natural gas usage, 06-096 CMR 137 requires annual inventory reporting of fuel use.

3. 40 CFR Part 63 Subpart JJJJJ

The two Terminal Expansion Mechanical Room Boilers when firing #2 fuel oil are subject to the *National Emission Standards for Hazardous Air Pollutants for Industrial, Commercial, and Institutional Boilers Area Sources* (40 CFR Part 63 Subpart JJJJJ). Gas-fired boilers are exempt from 40 CFR Part 63, Subpart JJJJJ, but boilers which fire #2 fuel oil are not. A “gas-fired boiler” is defined as any boiler that burns gaseous fuels not combined with any solid fuels and burns liquid fuel only during periods of gas curtailment, gas supply interruption, startups, or periodic testing on liquid fuel. Periodic testing of liquid fuel shall not exceed a combined total of 48 hours during any calendar year. [40 CFR Part 63.11237] The North Garage Snow Melt Boilers which fire only natural gas are not subject to any part of this regulation.

For informational purposes, a summary of the currently applicable federal 40 CFR Part 63 Subpart JJJJJ requirements is listed below. At this time, the Department has not taken delegation of this area source MACT (Maximum Achievable Control Technology) rule promulgated by EPA; however, Portland International Jetport is still subject to the requirements. Notification forms and additional rule information can be found on the following website: <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

a. Compliance Dates, Notifications, and Work Practice Requirements

i. Initial Notification of Compliance

An Initial Notification submittal to EPA is due no later than January 20, 2014. [40 CFR Part 63.11225(a)(2)]

ii. Boiler Tune-Up Program

(a) A boiler tune-up program shall be implemented to include the initial tune-up of applicable boilers no later than March 21, 2014. [40 CFR Part 63.11196(a)(1)]

(b) The boiler tune-up program, conducted to demonstrate continuous compliance, shall be performed as specified below:

1. As applicable, inspect the burner, and clean or replace any component of the burner as necessary. Delay of the burner inspection until the next scheduled shutdown is permitted; not to exceed 36 months from the previous inspection for boilers

greater than 5 MMBtu/hr or 72 months from the previous inspection for oil fired boilers less than 5 MMBtu/hr, boilers with oxygen trim system, seasonal boilers, and limited use boilers. [40 CFR Part 63.11223(b)(1)]

2. Inspect the flame pattern, as applicable, and adjust the burner as necessary to optimize the flame pattern, consistent with the manufacturer's specifications. [40 CFR Part 63.11223(b)(2)]
3. Inspect the system controlling the air-to-fuel ratio, as applicable, and ensure it is correctly calibrated and functioning properly. Delay of the inspection until the next scheduled shutdown is permitted; not to exceed 36 months from the previous inspection for boilers greater than 5 MMBtu/hr or 72 months from the previous inspection for oil fired boilers less than 5 MMBtu/hr, boilers with oxygen trim system, seasonal boilers, and limited use boilers. [40 CFR Part 63.11223(b)(3)]
4. Optimize total emissions of CO, consistent with manufacturer's specifications. [40 CFR Part 63.11223(b)(4)]
5. Measure the concentration in the effluent stream of CO in parts per million by volume (ppmv), and oxygen in volume percent, before and after adjustments are made (measurements may be either on a dry or wet basis, as long as it is the same basis before and after the adjustments are made). Measurements may be taken using a portable CO analyzer. [40 CFR Part 63.11223(b)(5)]
6. If a unit is not operating on the required date for a tune-up, the tune-up must be conducted within 30 days of start-up. [40 CFR Part 63.11223(b)(7)]

(c) After conducting the initial boiler tune-up, a Notification of Compliance Status shall be submitted to EPA no later than July 19, 2014. [40 CFR Part 63.11225(a)(4) and 40 CFR Part 63.11214(b)]

(d) The facility shall implement a boiler tune-up program after the initial tune-up and initial compliance report (called a Notification of Compliance Status) has been submitted.

1. Each tune-up shall be conducted at a frequency specified by the rule and based on the size, age, and operations of the boiler. See chart below:

Boiler Category	Tune-Up Frequency
New or Existing Oil, Biomass and Coal fired boilers that are not designated as "Boilers with less frequent tune up requirements" listed below	Every 2 years
<i>New and Existing Oil, Biomass, and Coal fired Boilers with less frequent tune up requirements</i>	
Seasonal (see definition §63.11237)	Every 5 years
Limited use (see definition §63.11237)	Every 5 years
With a heat input capacity of <5MMBtu/hr	Every 5 years
Boiler with oxygen trim system which maintains an optimum air-to-fuel ratio that would otherwise be subject to a biennial tune up	Every 5 years

[40 CFR Part 63.11223(a) and Table 2]

2. The tune-up compliance report shall be maintained onsite and, if requested, submitted to EPA. The report shall contain the concentration of CO in the effluent stream (ppmv) and oxygen in volume percent, measured at high fire or typical operating load, before and after the boiler tune-up, a description of any corrective actions taken as part of the tune-up of the boiler, and the types and amounts of fuels used over the 12 months prior to the tune-up of the boiler. [40 CFR Part 63.11223(b)(6)] The compliance report shall also include the company name and address; a compliance statement signed by a responsible official certifying truth, accuracy, and completeness; and a description of any deviations and corrective actions. [40 CFR Part 63.11225(b)]

b. Recordkeeping

Records shall be maintained consistent with the requirements of 40 CFR Part 63 Subpart JJJJJ including the following [40 CFR Part 63.11225(c)]: copies of notifications and reports with supporting compliance documentation; identification of each boiler, the date of tune-up, procedures followed for tune-up, and the manufacturer's specifications to which the boiler was tuned; documentation of fuel type(s) used monthly by each boiler; the occurrence and duration of each malfunction of the boiler; and actions taken during periods of malfunction to minimize emissions and actions taken to restore the malfunctioning boiler to its usual manner of operation. Records shall be in a form suitable and readily available for expeditious review.

Note: EPA will require submission of Notification of Compliance Status reports for tune-ups and energy assessments through their electronic reporting system. However, the system will not be in place until October 2013, so sources may submit the written NOCS to the EPA Administrator. [63.1125(a)(4)(vi)]

C. Annual Emissions

1. Total Annual Emissions

Portland International Jetport shall be restricted to the annual emissions in the table below, based on a 12 month rolling total. The annual emissions were calculated using 98,000 gallons/year #2 fuel oil in the boilers, no restriction on natural gas in the Bag Claim Penthouse, North Garage Snow Melt, or Terminal Expansion Mechanical Room Boilers, and 500 hours/year for each of the generators.

**Total Licensed Annual Emissions for the Facility
 Tons/year
 (used to calculate the annual license fee)**

	PM	PM ₁₀	SO ₂	NO _x	CO	VOC
Oil Boilers	0.82	0.82	2.4	2.4	0.21	0.01
Natural Gas Boilers	0.28	0.28	0.09	14.7	12.35	0.81
West Penthouse Gen.	0.07	0.07	0.08	1.01	0.22	0.08
North Garage Gen.	0.09	0.09	0.0004	3.03	0.24	0.09
Lighting Vault Gen.	0.19	0.19	0.21	2.70	0.58	0.22
Bag Claim Penthouse Gen.	0.12	0.12	0.02	1.68	0.36	0.14
Maintenance Bldg. Gen.	0.002	0.002	0.02	0.91	0.07	0.03
De-icing Pad Gen.	0.14	0.14	0.002	5.06	1.09	0.41
New Terminal Gen.	0.22	0.22	0.003	8.08	1.74	0.66
Total TPY	1.93	1.93	2.83	39.57	16.86	2.45

2. Greenhouse Gases

Greenhouse gases are considered regulated pollutants as of January 2, 2011, through 'Tailoring' revisions made to EPA's *Approval and Promulgation of Implementation Plans*, 40 CFR Part 52, Subpart A, §52.21 Prevention of Significant Deterioration of Air Quality rule. Greenhouse gases, as defined in 06-096 CMR 100 (as amended), are the aggregate group of the following gases: Carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. For licensing purposes, greenhouse gases (GHG) are calculated and reported as carbon dioxide equivalents (CO₂e).

Based on the facility's fuel use limit(s), the worst case emission factors from AP-42, IPCC (Intergovernmental Panel on Climate Change), and *Mandatory Greenhouse Gas Reporting*, 40 CFR Part 98, and the global warming potentials contained in 40 CFR Part 98, Portland International Jetport is below the major source threshold of 100,000 tons of CO₂e per year. Therefore, no additional licensing requirements are needed to address GHG emissions at this time.

III. AMBIENT AIR QUALITY ANALYSIS

The level of ambient air quality impact modeling required for a minor source shall be determined by the Department on a case-by case basis. In accordance with 06-096 CMR 115, an ambient air quality impact analysis is not required for a minor source if the total emissions of any pollutant released do not exceed the following levels and there are no extenuating circumstances:

<u>Pollutant</u>	<u>Tons/Year</u>
PM ₁₀	25
SO ₂	50
NO _x	50
CO	250

The total facility licensed emissions are below the emission levels contained in the table above and there are no extenuating circumstances; therefore, an ambient air quality impact analysis is not required as part of this license.

ORDER

Based on the above Findings and subject to conditions listed below, the Department concludes that the emissions from this source:

- will receive Best Practical Treatment,
- will not violate applicable emission standards, and
- will not violate applicable ambient air quality standards in conjunction with emissions from other sources.

The Department hereby grants Air Emission License A-582-71-J-A subject to the conditions found in Air Emission License A-582-71-I-R/A and in the following conditions.

Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This

License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

SPECIFIC CONDITIONS

The following shall replace condition (16) in air emission license A-582-71-I-R/A:

(16) Boilers

A. Fuel

1. The West Penthouse Boilers 1 and 2, the Bag Claim Penthouse Boilers 1 and 2, and the Terminal Expansion Mechanical Room Boilers 1 and 2 may fire #2 fuel oil with a maximum sulfur content not to exceed 0.35%, by weight. The oil fired boilers shall not exceed a total #2 fuel oil use of 98,000 gal/yr of #2 fuel oil based on a 12-month rolling total. [06-096 CMR 115, BPT/BACT]
 - a. Prior to July 1, 2016 or the date specified in 38 MRSA §603-A(2)(A)(3), the #2 fuel oil fired in the boilers shall not exceed a maximum sulfur content of 0.35% by weight. [06-096 CMR 115, BPT]
 - b. Beginning July 1, 2016 or on the date specified in 38 MRSA §603-A(2)(A)(3), the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm). [38 MRSA §603-A(2)(A)(3)]
 - c. Beginning January 1, 2018 or on the date specified in 38 MRSA §603-A(2)(A)(3), the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm). [38 MRSA §603-A(2)(A)(3)]
2. The Bag Claim Penthouse Boilers 1 and 2, the North Garage Snow Melt Boilers 1 and 2, and the Terminal Expansion Mechanical Room Boilers 1 and 2 may fire natural gas. [06-096 CMR 115, BPT/BACT]
3. Compliance with the fuel requirements shall be demonstrated by fuel records from the supplier showing the quantity and type of fuel delivered. Records of annual fuel use shall be kept on a monthly and 12-month rolling total basis. [06-096 CMR 115, BPT]

B. Emissions shall not exceed the following:

Unit	Pollutant	lb/MMBtu	Origin and Authority
West Penthouse Boiler 1	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
West Penthouse Boiler 2	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
Bag Claim Penthouse Boiler 1	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
Bag Claim Penthouse Boiler 2	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
Terminal Expansion Mechanical Room Boiler 1	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
Terminal Expansion Mechanical Room Boiler 2	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
North Garage Snow Melt Boiler 1	PM	0.002	06-096 CMR 115, BACT
North Garage Snow Melt Boiler 2	PM	0.002	06-096 CMR 115, BACT

C. Emissions shall not exceed the following [06-096 CMR 115, BPT/BACT]:

Unit	Fuel	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
West Penthouse Boiler 1 (3.08 MMBtu/hr)	#2 fuel oil	0.37	0.37	1.08	1.08	0.11	0.01
West Penthouse Boiler 2 (4.41 MMBtu/hr)	#2 fuel oil	0.53	0.53	1.54	1.54	0.16	0.01
Bag Claim Penthouse Boiler 1 (3.04 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.06	1.06	0.13	0.01
	natural gas	0.006	0.006	0.002	0.30	0.25	0.02
Bag Claim Penthouse Boiler 2 (3.04 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.06	1.06	0.13	0.01
	natural gas	0.006	0.006	0.002	0.30	0.25	0.02
Terminal Expansion Mechanical Room Boiler 1 (3.0 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.05	1.05	0.10	0.01
	natural gas	0.006	0.006	0.002	0.29	0.25	0.02
Terminal Expansion Mechanical Room Boiler 2 (3.0 MMBtu/hr)	#2 fuel oil	0.36	0.36	1.05	1.05	0.10	0.01
	natural gas	0.006	0.006	0.002	0.29	0.25	0.02
North Garage Snow Melt Boiler 1 (13.5 MMBtu/hr)	natural gas	0.02	0.02	0.008	1.31	1.10	0.07
North Garage Snow Melt Boiler 2 (9.0 MMBtu/hr)	natural gas	0.02	0.02	0.005	0.87	0.73	0.05

D. Visible Emissions

1. Visible emissions from each individual stack for boilers firing fuel oil shall not exceed 20% opacity on a 6 minute block average, except for no more than one (1) six (6) minute block average in a 3 hour period. [06-096 CMR 101]
2. Visible emissions from each individual stack for boilers firing natural gas shall not exceed an opacity of 10% on a 6 minute block average basis, except for no more than one (1) six (6) minute block average in a 3 hour period. [06-096 CMR 101]
3. Visible emissions from the common stack for Terminal Expansion Mechanical Room Boilers 1 and 2 shall not exceed an opacity of 10% on a 6 minute block average basis, except for no more than one (1) six (6) minute block average in a 3 hour period. [06-096 CMR 115, BACT]

E. 40 CFR Part 60, Subpart Dc

Portland International Jetport shall comply with all requirements of 40 CFR Part 60, Subpart Dc applicable to North Garage Snow Melt Boiler 1 including, but not limited to, the following:

1. Portland International Jetport shall submit notification to EPA and the Department of the date of construction, anticipated start-up, and actual start-up. This notification shall include the design heat input capacity of the boiler and the type of fuel to be combusted. [40 CFR §60.48c(a)]
2. Portland International Jetport shall record and maintain records of the amount of natural gas combusted each month. [40 CFR §60.48c(g)(2)]
3. Portland International Jetport shall submit to EPA and the Department semi-annual reports. These reports shall include the calendar dates covered in the reporting period and records of fuel supplier certifications. The semi-annual reports are due within 30 days of the end of each 6-month period. [40 CFR §60.48c(j)]
4. The following address for EPA shall be used for any reports or notifications required to be copied to them:

Portland International Jetport
Cumberland County
Portland, Maine
A-582-71-J-A (SM)

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Departmental
Findings of Fact and Order
Air Emission License
Amendment #1

Compliance Clerk
USEPA Region 1
5 Post Office Sq. Suite 100
Boston, MA 02109-3912

DONE AND DATED IN AUGUSTA, MAINE THIS 30 DAY OF December, 2013.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Mass Allen Robert Cone for
PATRICIA W. AHO, COMMISSIONER

The term of this amendment shall be concurrent with the term of Air Emission License A-582-71-I-R/A.

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: June 28, 2012
Date of application acceptance: June 28, 2012
Date filed with the Board of Environmental Protection:

This Order prepared by Kathleen E. Tarbuck, Bureau of Air Quality.

