City of Bangor
Bangor International Airport
Penobscot County
Bangor, Maine
A-906-71-H-R/A (SM)

Departmental
Findings of Fact and Order
Air Emission License
Renewal/Amendment

FINDINGS OF FACT

After review of the air emission license renewal/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

City of Bangor, Bangor International Airport (BIA) has applied to renew their Air Emission License permitting the operation of emission sources associated with their air travel facility. BIA has also proposed to replace an existing emergency generator with a new 600 kW Milton Cat generator.

The equipment addressed in this license is located at 287 Godfrey Boulevard Bangor, Maine.

B. Emission Equipment

The following equipment is addressed in this air emission license:

Fuel Burning Equipment

Emission Unit	Maximum Capacity (MMBtu/hr)	Maximum Firing Rate (gal/hr, scf/hr)	Fuel Type	Stack #
Boiler IAB-1	4.2	29.9 4180	Distillate Fuel, Jet A Fuel, Natural Gas	IAB-1
Boiler IAB-2	4.2	29.9 4180	Distillate Fuel, Jet A Fuel, Natural Gas	IAB-2
Boiler DAB-1A	6.1	43.7 6124	Distillate Fuel, Jet A Fuel, Natural Gas	DAB-1A

Emission Unit	Maximum Capacity (MMBtu/hr)	Maximum Firing Rate (gal/hr, scf/hr)	Fuel Type	Stack #
Boiler 461-1	6.3	45 6300	Distillate Fuel, Jet A Fuel, Natural Gas	461-1
Boiler 462-1	6.1	43.7 6124	Distillate Fuel, Jet A Fuel, Natural Gas	462-1
Boiler 463-1	6.1	43.7 6124	Distillate Fuel, Jet A Fuel, Natural Gas	463-1
Boiler 464-1	6.3	44.9 6280	Distillate Fuel, Jet A Fuel, Natural Gas	464-1
Boiler 457-1	2.8	19.8 2770	Distillate Fuel, Jet A Fuel, Natural Gas	457-1
Boiler 268-1	2.8	19.8 2770	Distillate Fuel, Jet A Fuel, Natural Gas	268-1
Boiler 271-1	1.5	10.7 1500	Distillate Fuel, Jet A Fuel, Natural Gas	271-1
Boiler 253-1	1.5	10.7 1500	Distillate Fuel, Jet A Fuel, Natural Gas	253-1
Boiler 96-1	1.5	10.7 1500	Distillate Fuel, Jet A Fuel, Natural Gas	96-1
Boiler 100-1	2.8	19.8 2770	Distillate Fuel, Jet A Fuel, Natural Gas	100-1
Boiler 100-2	2.8	20.0 2800	Distillate Fuel, Jet A Fuel, Natural Gas	100-2
Boiler 269-1	1.6	11.4 1580	Distillate Fuel, Jet A Fuel, Natural Gas	269-1
Snow Melter #1	9.0	64	Distillate Fuel, Jet A Fuel	Fugitive

BIA is proposing to replace one of the five generators that operate to provide back-up power to the airport operations. The Domestic Terminal generator (Generator DAB-2) will be replaced with a new 600 kW Milton Cat generator. The new generator, Generator IAB-3, Generator 461-2, and Generator TF-1 will continue to operate in a manner that meets the Department's definition of emergency generator. Generator 99-1 provides back-up power for the runway lighting and is not classified as an emergency generator because its weather dependent operational requirements don't fit the definition of emergency situations. However, the log of operation run time in recent years indicate that that the unit operates less than 50 hours per year and therefore will be considered an emergency unit (emergency stationary ICE may be operated for up to 50 hours per calendar year in non-emergency situations). The remaining generators operate only for testing and maintenance purposes or in emergency situations. A summary of BIA's generators is provided in the following table.

Generators

Emission Unit	Maximum Capacity (MMBtu/hr)	Firing Rate (gal/hr)	Power Output (kW)	Fuel Type, % sulfur	Date of Manf.	Stack
Generator IAB-3	4.7	34.7	240	Distillate, 0015%	2012	IAB-3
Generator DAB-3 *	5.9	42.7	600	Distillate, 0015%	2015	DAB-3
Generator 461-2	0.8	5.4	80	Distillate, 0015%	2001	461-2
Generator 99-1	3.8	27	385	Distillate, 0015%	2002	99-1
Generator TF-1	1.7	12.1	170	Distillate, 0015%	1999	TF-1

* Generator DAB-3 is a new unit which replaces Generator DAB-2 which was rated at 1.4 MMBtu/hr.

BIA stores and distributes aviation fuel to private and commercial aircraft as well as gasoline and diesel fuel to Airport owned vehicles. On-site fuel storage includes 3,260,000 gallons of aboveground bulk storage of Federal Aviation Administration certified Jet A fuel, which is received by tank truck deliveries. Two 12,000 gallon tanks are utilized for aviation gasoline and automobile gasoline, and one 10,000 gallon tank is used for diesel. A summary of the volatile organic liquid storage tanks at BIA is provided in the following table.

Volatile Organic Liquid Storage

Tank Name	Tank Type	Capacity (gallons)	Materials Stored	2014 Annual Throughput (gal/year)	Year of Construction	Control Device
T-1	Floating Geo-dome	630,000	Jet A Fuel	13,928,785	1955 (upgraded 2000)	None
T-2	Fixed Cone	2,000,000	Jet A Fuel		1955 (upgraded 1998)	None
T-3	Fixed Cone	630,000	Jet A Fuel		1955 (upgraded 2001)	None
T-4	Horizontal Welded	12,000	Low Lead aviation gas	55,954	1991	Vapor Recovery

T-5	Horizontal Welded	12,000	Gasoline	22,950	1991	Vapor Recovery
T-6 *	Horizontal Welded	10,000	Biodiesel	20,210	2008	none

* T-6 is an insignificant activity per 06-096 CMR 115 Appendix B Section B(7), therefore is not addressed further in this air license.

BIA also operates one paint spray booth in support of the Ground Service Equipment (GSE) department. The paint spray booth is fully enclosed with air filtration prior to exhaustion to the atmosphere. The paint spray booth has a paint throughput of 1.6 gallons of paint per hour. Paint throughput is recorded in an electronic spreadsheet to determine volatile organic compound (VOC) and hazardous air pollutant (HAP) emissions on a monthly and 12-month rolling total basis.

C. Definitions

Distillate Fuel means fuel oil that complies with the specifications for fuel oil numbers 1 or 2, as defined by the American Society for Testing and Materials in ASTM D396, diesel fuel oil numbers 1 or 2, as defined in ASTM D975, kerosene, as defined in ASTM D3699, biodiesel as defined in ASTM D6751, or biodiesel blends as defined in ASTM D7467.

D. Application Classification

The application for BIA is considered to be a renewal of currently licensed emission units and has been processed through *Major and Minor Source Air Emission License Regulations*, 06-096 Code of Maine Rules (CMR) 115 (as amended). The amendment to replace an emergency generator will increase emissions by less than 4 ton/year for each single pollutant and less than 8 ton/year for all pollutants combined. Therefore, this modification is determined to be a minor revision and has been processed as such.

With the annual fuel limit on the boilers, the VOC limits associated with the paint booth, and the operating hours restriction on the emergency generators, the facility is licensed below the major source thresholds for criteria pollutants and is considered a synthetic minor. Also, with the previously mentioned annual fuel limits including the HAP limits associated with the paint booth, and the operating hours restriction on the emergency generators, the facility is licensed below the major source thresholds for hazardous air pollutants (HAP) and is considered an area source of HAP.

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.

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.

BPT for existing emissions equipment means that method which controls or reduces emissions to the lowest possible level considering:

- the existing state of technology;
- the effectiveness of available alternatives for reducing emissions from the source being considered; and
- the economic feasibility for the type of establishment involved.

B. Process Description

The City of Bangor, Bangor International Airport (BIA) located at 287 Godfrey Boulevard is a joint civil-military public airport located in Bangor, Maine. The facility is an international airport serving both domestic and foreign airlines with traffic from resident aviation-related industrial companies, real estate, cargo, international charter flights, and corporate/general aviation traffic.

BIA operates 15 boilers ranging in size from 1.5 MMBtu/hr to 6.3 MMBtu/hr. The boilers operate to provide heat and hot water to the various airport buildings and are capable of firing natural gas, reclaimed Jet A fuel, and distillate fuel. The units are maintained by a certified boiler technician and are all operated to maximize efficiency with good combustion practices. BIA also operates one tow-behind portable snow melter to assist in runway snow removal. The snow melter is rated at 8.96 MMBtu/hr and operates periodically during the winter season depending on snowfall conditions.

C. New Emergency Generator (Generator DAB-3)

BIA operates several emergency generators. The emergency generators are generator sets with each gen set consisting of an engine and an electrical generator. BIA has requested to replace the existing Domestic Terminal emergency generator (Generator DAB-2 rated at 1.4 MMBtu/hr) with a new emergency generator (Generator DAB-3)

with a maximum design heat input capacity of 5.9 MMBtu/hr. The date of manufacture for this new unit is 2015.

1. BACT Findings

The BACT emission limits for Generator DAB-3 are based on the following:

PM/PM_{10}	- 0.12 lb/MMBtu from 06-096 CMR 103
SO_2	- combustion of distillate fuel with a maximum sulfur content not to exceed 15 ppm (0.0015% sulfur by weight)
NO_x	- 1.9 lb/MMBtu from manufacturer specifications
CO	- 0.15 lb/MMBtu from manufacturer specifications
VOC	- 0.02 lb/MMBtu from manufacturer specifications
Opacity	- 06-096 CMR 101

The BACT emission limits for Generator DAB-3 are the following:

Unit	Pollutant	lb/MMBtu
Generator DAB-3	PM	0.12

Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NO_x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator DAB-3 (5.9 MMBtu/hr) distillate fuel,	0.71	0.71	0.01	11.3	0.91	0.12

Visible emissions from Generator DAB-3 shall not exceed 20% opacity on a 6-minute block average, except for no more than two (2) six (6) minute block averages in a 3-hour period.

2. 40 CFR Part 60, Subpart IIII

The federal regulation 40 CFR Part 60, Subpart IIII, *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines (CI ICE)* is applicable to Generator DAB-3 since the unit was ordered after July 11, 2005 and manufactured after April 1, 2006. By meeting the requirements of Subpart IIII, the unit also meet the requirements found in the *National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*, 40 CFR Part 63, Subpart ZZZZ.

a. Emergency Definition:
Emergency stationary ICE means any stationary reciprocating internal combustion engine that meets all of the following criteria:

(1) The stationary ICE is operated to provide electrical power or mechanical work during an emergency situation. Examples include stationary ICE used to produce power for critical networks or equipment (including power supplied to portions of a facility) when electric power from the local utility (or the normal power source, if the facility runs on its own power production) is interrupted, or stationary ICE used to pump water in the case of fire or flood, etc. There is no time limit on the use of emergency stationary ICE in emergency situations.

(2) Paragraph (1) above notwithstanding, the emergency stationary ICE may be operated for any combination of the purposes specified below for a maximum of 100 hours per calendar year:

(i) Maintenance checks and readiness testing, provided that the tests are recommended by federal, state or local government, the manufacturer, the vendor, the regional transmission organization or equivalent balancing authority and transmission operator, or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE beyond 100 hours per calendar year.

(ii) Emergency demand response for periods in which the Reliability Coordinator under the North American Electric Reliability Corporation (NERC) Reliability Standard EOP-002-3, Capacity and Energy Emergencies (incorporated by reference, see §63.14), or other authorized entity as determined by the Reliability Coordinator, has declared an Energy Emergency Alert Level 2 as defined in the NERC Reliability Standard EOP-002-3.

(iii)Periods where there is a deviation of voltage or frequency of 5 percent or greater below standard voltage or frequency.

(3) Paragraphs (1) and (2) above notwithstanding, emergency stationary ICE may be operated for up to 50 hours per calendar year in non-emergency situations. These 50 hours are counted as part of the 100 hours per calendar year for maintenance checks and readiness testing, emergency demand response, and periods of voltage deviation or low frequency, as provided in paragraph (2) above.

The 50 hours per calendar year for non-emergency situations cannot be used for peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as

part of a financial arrangement with another entity, except if the following conditions are met:

(i) The engine is dispatched by the local balancing authority or local transmission and distribution system operator.

(ii) The dispatch is intended to mitigate local transmission and/or distribution limitations so as to avert potential voltage collapse or line overloads that could lead to the interruption of power supply in a local area or region.

(iii) The dispatch follows reliability, emergency operation or similar protocols that follow specific NERC, regional, state, public utility commission or local standards or guidelines.

(iv) The power is provided only to the facility itself or to support the local transmission and distribution system.

(v) The owner or operator identifies and records the entity that dispatches the engine and the specific NERC, regional, state, public utility commission or local standards or guidelines that are being followed for dispatching the engine. The local balancing authority or local transmission and distribution system operator may keep these records on behalf of the engine owner or operator.

[40 CFR §60.4211(f) and §60.4219]

b. 40 CFR Part 60, Subpart IIII Requirements:

(1) Manufacturer Certification Requirement
The engine(s) shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in 40 CFR §60.4202. [40 CFR §60.4205(b)]

(2) Ultra-Low Sulfur Fuel Requirement
The fuel fired in the engine(s) shall not exceed 15 ppm sulfur (0.0015% sulfur), except that any existing fuel purchased (or otherwise obtained) prior to October 1, 2010, may be used until depleted. [40 CFR §60.4207(b)]

(3) Non-Resettable Hour Meter Requirement
A non-resettable hour meter shall be installed and operated on each engine. [40 CFR §60.4209(a)]

(4) Operation and Maintenance Requirements
The engines shall be operated and maintained according to the manufacturer's emission-related written instructions or procedures developed by facility that are approved by the engine manufacturer. BIA may only change those emission-related settings that are permitted by the manufacturer. [40 CFR §60.4211(a)]

(5) Annual Time Limit for Maintenance and Testing
The engines shall each be limited to 100 hours/year for maintenance checks and readiness testing, emergency demand response, and periods of voltage or frequency deviation from standards. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity unless the conditions in §60.4211(f)(3)(i) are met). [40 CFR §60.4211(f)]

(6) Initial Notification Requirement
No initial notification is required for emergency engines. [40 CFR §60.4214(b)]

(7) Recordkeeping
BIA shall keep records that include maintenance conducted on the engines and the hours of operation of each engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the engines are operated during a period of demand response or deviation from standard voltage or frequency, or to supply power during a non-emergency situation as part of a financial arrangement with another entity as specified in §60.4211(f)(3)(i), BIA shall keep records of the notification of the emergency situation, and the date, start time, and end time of engine operation for these purposes. [40 CFR §60.4214(b)]

(8) Annual Reporting Requirements for Demand Response Availability Over 15 Hours Per Year (for engines greater than 100 brake hp)
If BIA operates or is contractually obligated to be available for more than 15 hours per calendar year in a demand response program, during a period of deviation from standard voltage or frequency, or supplying power during a non-emergency situation as part of a financial arrangement with another entity as specified in §60.4211(f)(3)(i), the facility shall submit an annual report containing the information in §60.4214(d)(1)(i) through (vii). The first annual report must cover the calendar year 2015 and must be submitted no later than March 31, 2016. Subsequent annual reports for each calendar year must be submitted no later than March 31 of the following calendar year. The annual report must be submitted electronically using the Compliance and Emissions Data Reporting Interface (CEDRI) that is accessed through EPA's Central Data Exchange (CDX) (www.epa.gov/cdx). However, if the reporting form is not available in CEDRI at the time that the report is due, the written report must be submitted to the following address:

U.S. Environmental Protection Agency, Region I
5 Post Office Square, Suite 100 (OES04-2)
Boston, MA 02109-3912
Attn: Air Compliance Clerk

[40 CFR §60.4214(d)]

D. Existing Boilers

BIA operates fifteen existing boilers capable of firing natural gas, Jet-A fuel, and distillate fuel each with maximum design heat inputs less than 10.0 MMBtu/hr. All of the boilers are maintained by a licensed boiler technician and have regular boiler tune-ups in accordance with the state and federal requirements.

1. BPT Findings

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

Distillate Fuel/Jet A Fuel

PM/PM_{10}	–	0.12 lb/MMBtu based on 06-096 CMR 103
SO_2	–	based on firing distillate fuel with a maximum sulfur content not to exceed 0.5% sulfur by weight.
NO_x	–	20 lb/1000 gal based on AP-42, Table 1.3-1, dated 5/10
CO	–	5 lb/1000 gal based on AP-42, Table 1.3-1, dated 5/10
VOC	–	0.34 lb/1000 gal based on AP-42, Table 1.3-3, dated 5/10
Opacity	–	06-096 CMR 101 and 06-096 CMR 115, BPT

Natural Gas

PM/PM_{10}	–	0.05 lb/MMBtu based on 06-096 CMR 115, BPT
SO_2	–	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, BPT

The BPT emission limits for the boilers are the following:

Unit (Each) (applicable to boilers greater than 3 MMBtu/hr)	**Pollutant**	**lb/MMBtu**
Boilers (distillate)	PM	0.12
Boilers (Natural gas)	PM	0.05

Emissions shall not exceed the following when firing distillate fuel or Jet A fuel:

Emission Unit	**PM (lb/hr)**	**PM_{10} (lb/hr)**	**SO_2 (lb/hr)**	**NOx (lb/hr)**	**CO (lb/hr)**	**VOC (lb/hr)**
Boiler IAB-1	0.50	0.50	2.10	1.05	0.15	0.02
Boiler IAB-2	0.50	0.50	2.10	1.05	0.15	0.02
Boiler DAB-1A	0.73	0.73	3.08	1.14	0.24	0.01
Boiler 461-1	0.76	0.76	3.17	1.58	0.23	0.03
Boiler 462-1	0.73	0.73	3.08	1.53	0.22	0.02
Boiler 463-1	0.73	0.73	3.08	1.53	0.22	0.02
Boiler 464-1	0.75	0.75	3.16	1.57	0.23	0.02
Boiler 457-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 268-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 271-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 253-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 96-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 100-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 100-2	0.34	0.34	1.41	0.70	0.10	0.01
Boiler 269-1	0.19	0.19	0.80	0.40	0.06	0.01

Emissions shall not exceed the following when firing natural gas:

Emission Unit	**PM (lb/hr)**	**PM_{10} (lb/hr)**	**SO_2 (lb/hr)**	**NOx (lb/hr)**	**CO (lb/hr)**	**VOC (lb/hr)**
Boiler IAB-1	0.21	0.21	0.01	0.42	0.35	0.02
Boiler IAB-2	0.21	0.21	0.01	0.42	0.35	0.02
Boiler DAB-1A	0.31	0.31	0.01	0.43	0.24	0.02
Boiler 461-1	0.32	0.32	0.01	0.63	0.53	0.03
Boiler 462-1	0.31	0.31	0.01	0.61	0.51	0.03
Boiler 463-1	0.31	0.31	0.01	0.61	0.51	0.03
Boiler 464-1	0.31	0.31	0.01	0.63	0.53	0.03
Boiler 457-1	0.14	0.14	0.01	0.28	0.23	0.02
Boiler 268-1	0.14	0.14	0.01	0.28	0.23	0.02

Boiler 271-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 253-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 96-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 100-1	0.14	0.14	0.01	0.28	0.23	0.02
Boiler 100-2	0.14	0.14	0.01	0.28	0.24	0.02
Boiler 269-1	0.08	0.08	0.01	0.15	0.13	0.01

Visible emissions from each boiler when firing distillate fuel or Jet-A fuel 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.

Visible emissions from each boiler when firing natural gas 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.

BIA shall be limited to a total facility-wide limit of 98,000 MMBtu of fuel fired in the boilers on a calendar year basis (which equates to approximately 700,000 gallons of distillate fuel and Jet-A fuel).

Fuel Sulfur Content Requirements

Prior to July 1, 2016, or by the date otherwise stated in 38 M.R.S.A. §603-A(2)(A)(3), the distillate fuel fired at the facility shall have a maximum sulfur content of 0.5% by weight. Per 38 M.R.S.A. §603-A(2)(A)(3), beginning July 1, 2016, or on the date specified in the statute, distillate fuel fired at the facility shall have a maximum sulfur content of 0.005% by weight (50 ppm), and beginning January 1, 2018, or on the date specified in the statute, distillate fuel fired at the facility shall have a maximum sulfur content of 0.0015% by weight (15 ppm). The specific dates and requirements contained in this paragraph reflect the current dates and requirements 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 and requirements 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.

3. 40 CFR Part 60, Subpart Dc

Due to the size of the each of the boilers, none of the units are 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.

4. 40 CFR Part 63, Subpart JJJJJJ

The boilers are subject to the *National Emission Standards for Hazardous Air Pollutants for Industrial, Commercial, and Institutional Boilers Area Sources* (40 CFR Part 63 Subpart JJJJJJ). The units are considered existing oil boilers rated less than 10 MMBtu/hr.

A summary of the currently applicable federal 40 CFR Part 63 Subpart JJJJJJ 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 BIA 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 was 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. [40 CFR Part 63.11223]

(b) 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**
Existing Oil fired boilers that are not designated as "Boilers with less frequent tune up requirements" listed below.	
(Boiler DAB-1A, Boiler 461-1, Boiler 462-1, Boiler 463-1, Boiler 464-1)	Every 2 years

Existing Oil Boilers with less frequent tune up requirements. **(Boiler IAB-1, Boiler IAB-2, Boiler 457-1, Boiler 268-1, Boiler 271-1, Boiler 253-1, Boiler 96-1, Boiler 100-1, Boiler 100-2, Boiler 269-1)**	
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]

(c) 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 systems, 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 systems, 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)]

b. 40 CFR Part 63, Subpart ZZZZ Requirements:

(1) Operation and Maintenance Requirements

	Operating Limitations (40 CFR §63.6603(a) and Table 2(d))
Compression ignition (distillate fuel) units:	- Change oil and filter every 500 hours of operation or annually, whichever comes first; - Inspect the air cleaner every 1000 hours of operation or annually, whichever comes first, and replace as necessary; and - Inspect all hoses and belts every 500 hours of operation or annually, whichever comes first, and replace as necessary.

The engines shall be operated and maintained according to the manufacturer's emission-related written instructions or BIA shall develop a maintenance plan which must provide to the extent practicable for the maintenance and operation of the engines in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

(2) Optional Oil Analysis Program
BIA has the option of utilizing an oil analysis program which complies with the requirements of §63.6625(i) in order to extend the specified oil change requirement. If this option is used, BIA must keep records of the parameters that are analyzed as part of the program, the results of the analysis, and the oil changes for the engine. The analysis program must be part of the maintenance plan for the engine. [40 CFR§63.6625(i)]

(3) Non-Resettable Hour Meter Requirement
A non-resettable hour meter shall be installed and operated on each engine. [40 CFR §63.6625(f)]

(4) Startup Idle and Startup Time Minimization Requirements
During periods of startup the facility must minimize the engine's time spent at idle and minimize the engine's startup time to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes, after which time the non-startup emission limitations apply. [40 CFR §63.6625(h) & 40 CFR Part 63, Subpart ZZZZ Table 2d.

(ii) Emergency demand response for periods in which the Reliability Coordinator under the North American Electric Reliability Corporation (NERC) Reliability Standard EOP-002-3, Capacity and Energy Emergencies (incorporated by reference, see §63.14), or other authorized entity as determined by the Reliability Coordinator, has declared an Energy Emergency Alert Level 2 as defined in the NERC Reliability Standard EOP-002-3.

(iii) Periods where there is a deviation of voltage or frequency of 5 percent or greater below standard voltage or frequency.

(3) Paragraphs (1) and (2) above notwithstanding, emergency stationary RICE may be operated for up to 50 hours per calendar year in non-emergency situations. These 50 hours are counted as part of the 100 hours per calendar year for maintenance checks and readiness testing, emergency demand response, and periods of voltage deviation or low frequency, as provided in paragraph (2) above.

The 50 hours per calendar year for non-emergency situations cannot be used for peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity, unless:

(ii) The engine is dispatched by the local balancing authority or local transmission and distribution system operator.

(iii)The dispatch is intended to mitigate local transmission and/or distribution limitations so as to avert potential voltage collapse or line overloads that could lead to the interruption of power supply in a local area or region.

(iv)The dispatch follows reliability, emergency operation or similar protocols that follow specific NERC, regional, state, public utility commission or local standards or guidelines.

(v) The power is provided only to the facility itself or to support the local transmission and distribution system.

(vi)The owner or operator identifies and records the entity that dispatches the engine and the specific NERC, regional, state, public utility commission or local standards or guidelines that are being followed for dispatching the engine. The local balancing authority or local transmission and distribution system operator may keep these records on behalf of the engine owner or operator.

The generators shall be limited to the usage outlined in §63.6640(f) and therefore may be classified as an existing emergency stationary RICE as defined in 40 CFR Part 63, Subpart ZZZZ. Failure to comply with all of the requirements listed in §63.6640(f) may cause these engines to not be considered emergency engines and therefore subject to all the requirements for non-emergency engines.

lighting, however, its weather condition operational requirements do not constitute as emergency conditions, and thus this unit is not an emergency generator. However, the log of operation run time for Generator 99-1 in recent years indicate that that the unit operates less than 50 hours per year due to these adverse weather conditions. Therefore, because the rule allows an emergency stationary ICE may be operated for up to 50 hours per calendar year in non-emergency situations, Generator 99-1 will be considered an emergency unit and will be subject to the same requirements as the other emergency units at the airport.

Generators 99-1, TF-1, and 461-2 were installed prior to 2006 and are therefore exempt from NSPS Part 60 Subpart IIII for Compression Ignition Stationary Internal Combustion Engines. The units are considered existing stationary reciprocating internal combustion engines at an area source.

a. Emergency Definition:

Emergency stationary RICE means any stationary reciprocating internal combustion engine that meets all of the following criteria:

(1) The stationary RICE is operated to provide electrical power or mechanical work during an emergency situation. Examples include stationary RICE used to produce power for critical networks or equipment (including power supplied to portions of a facility) when electric power from the local utility (or the normal power source, if the facility runs on its own power production) is interrupted, or stationary RICE used to pump water in the case of fire or flood, etc. There is no time limit on the use of emergency stationary RICE in emergency situations.

(2) Paragraph (1) above notwithstanding, the emergency stationary RICE may be operated for any combination of the purposes specified below for a maximum of 100 hours per calendar year:

(i) Maintenance checks and readiness testing, provided that the tests are recommended by federal, state or local government, the manufacturer, the vendor, the regional transmission organization or equivalent balancing authority and transmission operator, or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency RICE beyond 100 hours per calendar year.

not to exceed 15 ppm (0.0015% sulfur by weight)
NO_x - 3.2 lb/MMBtu from AP-42 dated 10/96
CO - 0.85 lb/MMBtu from AP-42 dated 10/96
VOC - 0.09 lb/MMBtu from AP-42 dated 10/96
Opacity - 06-096 CMR 101

The BPT emission limits for the above generators are the following:

Emissions shall not exceed the following:

Emission Unit	Pollutant	lb/MMBtu	Origin and Authority
Generator IAB-3 Generator 99-1	PM	0.12	06-096 CMR 103, Section 2(B)(1)(a)

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

Emission Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NOx (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator IAB-3	0.60	0.60	0.01	15.04	4.00	0.42
Generator 461-2	0.09	0.09	0.01	2.56	0.68	0.07
Generator 99-1	0.45	0.45	0.01	12.16	3.23	0.34
Generator TF-1	0.20	0.20	0.01	5.44	1.45	0.15

Visible emissions from each of the distillate fuel-fired emergency generators shall not exceed 20% opacity on a 6-minute block average, except for no more than two (2) six (6) minute block averages in a 3-hour period.

2. 40 CFR Part 63, Subpart ZZZZ

The federal regulation 40 CFR Part 63, Subpart ZZZZ, *National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines* is applicable to Generator 461-2, Generator 99-1, and Generator TF-1. EPA's August 9, 2010 memo (*Guidance Regarding Definition of Residential, Commercial, and Institutional Emergency Stationary RICE in the NESHAP for Stationary RICE*) specifically does not exempt these units from the federal requirements.

Generator 461-2 and Generator TF-1 meet the definition of "emergency generator". Generator 99-1 rated at 3.75 MMBtu/hr operates to provide back-up power to runway

ii. "No secondary materials that are solid waste were combusted in any affected unit."
iii. "This facility complies with the requirement in 40 CFR §§63.11214(d) to conduct a tune-up of each applicable boiler according to 40 CFR §63.11223(b)."

b. Recordkeeping

Records shall be maintained consistent with the requirements of 40 CFR Part 63, Subpart JJJJJJ including the following [40 CFR Part 63.11225(c)]:
i. Copies of notifications and reports with supporting compliance documentation;
ii. 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;
iii. Records of the occurrence and duration of each malfunction of each applicable boiler; and
iv. Records of actions taken during periods of malfunction to minimize emissions, including corrective actions to restore the malfunctioning boiler.

Records shall be in a form suitable and readily available for expeditious review. EPA requires submission of Notification of Compliance Status reports for tune-ups and energy assessments through their electronic reporting system. [63.1125(a)(4)(vi)]

E. Emergency Generators

BIA operates five generators that provide back-up power. Four of the engines are considered existing emergency generators. The emergency generators are generator sets with each gen set consisting of an engine and an electrical generator. The existing emergency generators have engines rated at 4.7 MMBtu/hr (Generator IAB-3), 0.8 MMBtu/hr (Generator 461-2), 1.68 MMBtu/hr (Generator TF-1) and 3.8 MMBtu/hr (Generator 99-1). Generator DAB-3 is new and was described in Section II C. of this air license. Generator IAB-3 was manufactured in 2012 and Generator DAB-3 was manufactured in 2015, therefore, these units are subject to 40 CFR Part 60 Subpart IIII as described in Section II C. (2) of this air license.

1. BPT Findings

The BPT emission limits for Generator IAB-3, Generator DAB-3, Generator 461-2, Generator TF-1, and Generator 99-1 are based on the following:

PM/PM_{10} - 0.12 lb/MMBtu from 06-096 CMR 103
SO_2 - combustion of distillate fuel with a maximum sulfur content

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)]

(d) Tune-Up Report: A tune-up report shall be maintained onsite and, if requested, submitted to EPA. The report shall contain the following information:

1. The concentration of CO in the effluent stream (ppmv) and oxygen (volume percent) measured at high fire or typical operating load both **before** and **after** the boiler tune-up;

2. A description of any corrective actions taken as part of the tune-up of the boiler; and

3. The types and amounts of fuels used over the 12 months prior to the tune-up of the boiler, but only if the unit was physically and legally capable of using more than one type of fuel during that period. Units sharing a fuel meter may estimate the fuel use by each unit.

[40 CFR §63.11223(b)(6)]

(e) 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)]

iii. Compliance Report:

A compliance report shall be prepared by March 1st biennially (for the units listed) or every five years (for the units listed) which covers the previous two or five calendar years. The report shall be maintained by the source and submitted to the Department and to the EPA upon request. The report must include the items contained in §63.11225(b)(1) and (2), including the following: [40 CFR §63.11225(b)]

(a) Company name and address;
(b) A statement of whether the source has complied with all the relevant requirements of this Subpart;
(c) A statement certifying truth, accuracy, and completeness of the notification and signed by a responsible official and containing the official's name, title, phone number, email address, and signature;
(d) The following certifications, as applicable:

i. "This facility complies with the requirements in 40 CFR §63.11223 to conduct tune-ups of each boiler in accordance with the frequency specified in this Subpart."

(5) Annual Time Limit for Maintenance and Testing

The engines shall each be limited to 100 hours/year for maintenance checks and readiness testing, emergency demand response, and periods of voltage or frequency deviation from standards. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity unless the conditions in §63.6640(f)(4)(ii) are met. [40 CFR §63.6640(f)]

(6) Recordkeeping

BIA shall keep records that include maintenance conducted on the engines and the hours of operation of each engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the engines are operated during a period of demand response or deviation from standard voltage or frequency, or to supply power during a non-emergency situation as part of a financial arrangement with another entity as specified in §63.6640(f)(4)(ii), BIA shall keep records of the notification of the emergency situation, and the date, start time, and end time of engine operation for these purposes. [40 CFR §63.6655(e) and (f)]

(7) Requirements for Demand Response Availability Over 15 Hours Per Year (and greater than 100 brake hp)

If BIA operates or is contractually obligated to be available for more than 15 hours per calendar year in a demand response program, during a period of deviation from standard voltage or frequency, or supplying power during a non-emergency situation as part of a financial arrangement with another entity as specified in §63.6640(f)(4)(ii), the facility shall submit an annual report containing the information in §63.6650(h)(1)(i) through (ix). The first annual report must cover the calendar year 2015 and must be submitted no later than March 31, 2016. Subsequent annual reports for each calendar year must be submitted no later than March 31 of the following calendar year. The annual report must be submitted electronically using the Compliance and Emissions Data Reporting Interface (CEDRI) that is accessed through EPA's Central Data Exchange (CDX) (www.epa.gov/cdx). However, if the reporting form is not available in CEDRI at the time that the report is due, the written report must be submitted to the following address:

U.S. Environmental Protection Agency, Region I
5 Post Office Square, Suite 100 (OES04-2)

Boston, MA 02109-3912
Attn: Air Compliance Clerk

[40 CFR §63.6650(h)]

F. Snow Melter #1

BIA operates one portable snow melter designed to remove accumulated snow from the runway. Snow is loaded into a melting tank with a burner system capable of firing up to 64 gallons per hour of distillate fuel and/or Jet A fuel. The unit is used periodically through the winter season, as needed. Due to the size and periodic use of the unit, BPT for the snow melter shall be the following:

- The snow melter shall be limited to 200 hours of operation per year on a calendar year basis;
- The snow melter shall use distillate or Jet A fuel with a maximum fuel sulfur content of 0.5% by weight;
- PM emissions shall be limited to 0.12 lb/MMBtu per 06-096 CMR 103, Section 2(B)(1)(a);
- NOx emissions shall be limited to 2.24 lb/hr based on emission limits established in Air Emission License A-906-71-A-N;
- CO and VOC emissions shall be limited to 0.32 lb/hr and 0.04 lb/hr respectively based on AP-42 data dated 9/98; and
- Visible emissions from the snow melter shall not exceed 10% opacity on a six-minute block average, except for no more than one six minute block average in a three hour period.

G. Volatile Organic Liquid Storage Tanks

BIA operates five aboveground storage tanks that contain volatile organic liquids. T-1, T-2, and T-3 store Jet-A fuel with capacities of 630,000 gallons, 2,000,000 gallons, and 630,000 gallons, respectively. T-4 and T-5 store aviation gasoline and on-road gasoline with capacities of 12,000 gallons each. None of the tanks are subject to NSPS 40 CFR 60 Subpart Kb for Volatile Organic Liquid Storage Vessels. T-1, T-2, and T-3 are exempt because of their size, age, and low volatility of Jet-A fuel. T-4 and T-5 are exempt because their capacity is less than the 19,812 gallon applicability threshold.

T-4 and T-5 are subject to 06-096 CMR 118 *Gasoline Dispensing Facilities Vapor Control*, which regulates vapors from gasoline dispensing facilities. T-1, T-2, and T-3 are

exempt because they do not dispense gasoline. 06-096 CMR 118 establishes maintenance and use requirements for Stage 1 vapor balance systems.

The Department has determined that BPT for the tanks shall meet the following.

BPT for T-1, T-2, and T-3:

- T-1, T-2, and T-3 shall only contain Jet A fuel; and
- BIA shall keep records of tank throughput for inventory purposes.

BPT for T-4 and T-5:

- T-4 and T-5 shall comply with the requirements established in 06-096 CMR 118;
- BIA shall keep records of tank throughput for inventory purposes.

H. Paint Spray Booth

BIA has one paint spray booth that employs a high volume, low pressure (HVLP) spray gun. Emissions from the painting operation are routed through filters prior to exhausting to the atmosphere. BIA maintains paint application tracking logs that calculate both VOC and hazardous air pollutant (HAP) emissions. This log is used to demonstrate compliance with a VOC limit of 1,500 pounds per calendar month and 9.0 tons per year (TPY). BIA is exempt from 06-096 CMR 129 *Surface Coating Facilities* because the facility coats the exterior of completely assembled aircraft and/or major aircraft subassemblies which are exposed to the exterior of the aircraft. BIA is subject to and shall meet 06-096 CMR 153 *Mobile Equipment Repair and Refinishing* requirements when parts for mobile equipment are being coated.

BPT for the spray paint booth shall be the following:

- BIA shall comply with 06-096 CMR 153 *Mobile Equipment Repair and Refinishing* when coating mobile equipment parts;
- BIA shall use a HVLP spray gun;
- BIA shall maintain records of the amount of each type of coating used, percent VOC and HAP of the coating, coating weight, and total VOC and HAPs emitted from the application;
- Visible emissions from the spray paint booth shall not exceed 10% opacity on a six-minute block average, except for no more than one six minute block average in a one hour period.

I. Annual Emissions

1. Total Annual Emissions
BIA shall be restricted to the following annual emissions, based on a calendar year. The tons per year limits were calculated based on Annual emissions are calculated on a calendar year and are based on the following:

- BIA shall be limited to 200 hours of operation of the snow melter, and 100 hours of operation of each generator
- The boilers shall be limited to a total of 98,000 MMBtu of fuel fired on a calendar year basis. This equates to approximately 700,000 gallons of distillate fuel, or 98 MMscf of natural gas.
- Emissions from the boilers are calculated based on the worst case scenario of firing 100% distillate fuel for PM, SO_2, and NOx, and firing 100% natural gas for CO and VOC.
- BIA shall be limited to the emission of 1,500 lbs. of VOC per calendar month and 9 tons/year on a calendar year basis from the Paint Spray Booth.
- To maintain classification as a minor source, BIA shall limit HAP emissions to 9.9 tons per year for a single HAP and 24.9 tons per year for total HAP.

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

Source	PM	PM_{10}	SO_2	NOx	CO	VOC
Boilers	5.9	5.9	24.7	12.3	4.1	0.3
Snow Melter	0.1	0.1	0.5	0.3	0.1	0.1
Emergency Generators	0.9	0.9	0.5	12.2	2.8	1.1
Paint Spray Booth	--	--	--	--	--	9.0
Storage Tanks	--	--	--	--	--	2.3
Total TPY	6.9	6.9	25.7	24.8	7.0	12.8

Pollutant	Tons/yr
Single HAP	9.9
Total HAPS	24.9

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 (CO_2e).

The quantity of CO_2e emissions from this facility is less than 100,000 tons per year, based on the following:

- the facility's fuel use limits;
- worst case emission factors from the following sources: U.S. EPA's AP-42, the Intergovernmental Panel on Climate Change (IPCC), and 40 CFR Part 98, *Mandatory Greenhouse Gas Reporting*; and
- global warming potentials contained in 40 CFR Part 98.

No additional licensing actions to address GHG emissions are required 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 licensed annual emissions of any pollutant released do not exceed the following levels and there are no extenuating circumstances:

Pollutant	Tons/Year
PM_{10}	25
SO_2	50
NO_x	50
CO	250

The total licensed annual emissions for the facility 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-906-71-H-R/A subject to 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.

STANDARD CONDITIONS

(1) Employees and authorized representatives of the Department shall be allowed access to the licensee's premises during business hours, or any time during which any emissions units are in operation, and at such other times as the Department deems necessary for the purpose of performing tests, collecting samples, conducting inspections, or examining and copying records relating to emissions (38 M.R.S.A. §347-C).

(2) The licensee shall acquire a new or amended air emission license prior to commencing construction of a modification, unless specifically provided for in Chapter 115. [06-096 CMR 115]

(3) Approval to construct shall become invalid if the source has not commenced construction within eighteen (18) months after receipt of such approval or if construction is discontinued for a period of eighteen (18) months or more. The Department may extend this time period upon a satisfactory showing that an extension is justified, but may condition such extension upon a review of either the control technology analysis or the ambient air quality standards analysis, or both. [06-096 CMR 115]

(4) The licensee shall establish and maintain a continuing program of best management practices for suppression of fugitive particulate matter during any period of construction, reconstruction, or operation which may result in fugitive dust, and shall submit a description of the program to the Department upon request. [06-096 CMR 115]

(5) The licensee shall pay the annual air emission license fee to the Department, calculated pursuant to Title 38 M.R.S.A. §353-A. [06-096 CMR 115]

(6) The license does not convey any property rights of any sort, or any exclusive privilege. [06-096 CMR 115]

(7) The licensee shall maintain and operate all emission units and air pollution systems required by the air emission license in a manner consistent with good air pollution control practice for minimizing emissions. [06-096 CMR 115]

(8) The licensee shall maintain sufficient records to accurately document compliance with emission standards and license conditions and shall maintain such records for a minimum of six (6) years. The records shall be submitted to the Department upon written request. [06-096 CMR 115]

(9) The licensee shall comply with all terms and conditions of the air emission license. The filing of an appeal by the licensee, the notification of planned changes or anticipated noncompliance by the licensee, or the filing of an application by the licensee for a renewal of a license or amendment shall not stay any condition of the license. [06-096 CMR 115]

(10) The licensee may not use as a defense in an enforcement action that the disruption, cessation, or reduction of licensed operations would have been necessary in order to maintain compliance with the conditions of the air emission license. [06-096 CMR 115]

(11) In accordance with the Department's air emission compliance test protocol and 40 CFR Part 60 or other method approved or required by the Department, the licensee shall:

A. perform stack testing to demonstrate compliance with the applicable emission standards under circumstances representative of the facility's normal process and operating conditions:
   1. within sixty (60) calendar days of receipt of a notification to test from the Department or EPA, if visible emissions, equipment operating parameters, staff inspection, air monitoring or other cause indicate to the Department that equipment may be operating out of compliance with emission standards or license conditions; or
   2. pursuant to any other requirement of this license to perform stack testing.

B. install or make provisions to install test ports that meet the criteria of 40 CFR Part 60, Appendix A, and test platforms, if necessary, and other accommodations necessary to allow emission testing; and

C. submit a written report to the Department within thirty (30) days from date of test completion.

[06-096 CMR 115]

(12) If the results of a stack test performed under circumstances representative of the facility's normal process and operating conditions indicate emissions in excess of the applicable standards, then:

A. within thirty (30) days following receipt of such test results, the licensee shall re-test the non-complying emission source under circumstances representative of the facility's normal process and operating conditions and in accordance with the Department's air emission compliance test protocol and 40 CFR Part 60 or other method approved or required by the Department; and

B. the days of violation shall be presumed to include the date of stack test and each and every day of operation thereafter until compliance is demonstrated under normal and representative process and operating conditions, except to the extent that the facility can prove to the satisfaction of the Department that there were intervening days during which no violation occurred or that the violation was not continuing in nature; and

C. the licensee may, upon the approval of the Department following the successful demonstration of compliance at alternative load conditions, operate under such alternative load conditions on an interim basis prior to a demonstration of compliance under normal and representative process and operating conditions.

[06-096 CMR 115]

(13) Notwithstanding any other provisions in the State Implementation Plan approved by the EPA or Section 114(a) of the CAA, any credible evidence may be used for the purpose of establishing whether a person has violated or is in violation of any statute, regulation, or Part 70 license requirement. [06-096 CMR 115]

(14) The licensee shall maintain records of malfunctions, failures, downtime, and any other similar change in operation of air pollution control systems or the emissions unit itself that would affect emissions and that is not consistent with the terms and conditions of the air emission license. The licensee shall notify the Department within two (2) days or the next state working day, whichever is later, of such occasions where such changes result in an increase of emissions. The licensee shall report all excess emissions in the units of the applicable emission limitation. [06-096 CMR 115]

(15) Upon written request from the Department, the licensee shall establish and maintain such records, make such reports, install, use and maintain such monitoring equipment, sample such emissions (in accordance with such methods, at such locations, at such intervals, and in such a manner as the Department shall prescribe), and provide other information as the Department may reasonably require to determine the licensee's compliance status. [06-096 CMR 115]

SPECIFIC CONDITIONS

(16) **Boilers**

A. Fuel

1. BIA shall not exceed a total limit of 98,000 MMBtu equivalent of fuel in the boilers (either distillate fuel, Jet A fuel, or natural gas) on a calendar year basis. Compliance shall be demonstrated by fuel receipts and/or records from the supplier showing the quantity of fuel delivered and calculated using the following fuel heat content factors:

   Distillate fuel and Jet A fuel – 0.14 MMBtu/gallon
   Natural Gas – 0.001 MMBtu/scf

   Records of annual fuel use shall be kept on a calendar year basis. [06-096 CMR 115, BPT]

2. Per the current dates and requirements of 38 M.R.S.A. §603-A(2)(A)(3), the facility shall comply with the following statements; however, if the statute is revised, the facility shall comply with the revised dates and requirements upon promulgation of the statute revision.
   i. Prior to July 1, 2016, or the date specified in 38 M.R.S.A. §603-A(2)(A)(3), the distillate fuel fired at the facility shall have a maximum sulfur content of 0.5% by weight. [06-096 CMR 115, BPT]
   ii. Beginning July 1, 2016, or on the date specified in 38 M.R.S.A. §603-A(2)(A)(3), the distillate fuel fired at the facility shall have a maximum sulfur content of 0.005% by weight (50 ppm). [38 M.R.S.A. §603-A(2)(A)(3)]
   iii. Beginning January 1, 2018, or on the date specified in 38 M.R.S.A. §603-A(2)(A)(3), the distillate fuel fired at the facility shall have a maximum sulfur content of 0.0015% by weight (15 ppm). [38 M.R.S.A. §603-A(2)(A)(3)]
3. Compliance shall be demonstrated by fuel records from the supplier showing the quantity, type, and the percent sulfur of the fuel delivered (if applicable). 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 (Each) Greater than 3 MMBtu/hr	**Pollutant**	**lb/MMBtu**
Boilers (distillate)	PM	0.12
Boilers (Natural gas)	PM	0.05

C. Emissions shall not exceed the following when firing distillate fuel or Jet A fuel [06-096 CMR 115, BPT]:

Emission Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NOx (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Boiler IAB-1	0.50	0.50	2.10	1.05	0.15	0.02
Boiler IAB-2	0.50	0.50	2.10	1.05	0.15	0.02
Boiler DAB-1A	0.73	0.73	3.08	1.14	0.24	0.01
Boiler 461-1	0.76	0.76	3.17	1.58	0.23	0.03
Boiler 462-1	0.73	0.73	3.08	1.53	0.22	0.02
Boiler 463-1	0.73	0.73	3.08	1.53	0.22	0.02
Boiler 464-1	0.75	0.75	3.16	1.57	0.23	0.02
Boiler 457-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 268-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 271-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 253-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 96-1	0.18	0.18	0.76	0.38	0.05	0.01
Boiler 100-1	0.33	0.33	1.39	0.69	0.10	0.01
Boiler 100-2	0.34	0.34	1.41	0.70	0.10	0.01
Boiler 269-1	0.19	0.19	0.80	0.40	0.06	0.01

Emissions shall not exceed the following when firing natural gas:

Emission Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NOx (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Boiler IAB-1	0.21	0.21	0.01	0.42	0.35	0.02
Boiler IAB-2	0.21	0.21	0.01	0.42	0.35	0.02
Boiler DAB-1A	0.31	0.31	0.01	0.43	0.24	0.02
Boiler 461-1	0.32	0.32	0.01	0.63	0.53	0.03
Boiler 462-1	0.31	0.31	0.01	0.61	0.51	0.03
Boiler 463-1	0.31	0.31	0.01	0.61	0.51	0.03
Boiler 464-1	0.31	0.31	0.01	0.63	0.53	0.03
Boiler 457-1	0.14	0.14	0.01	0.28	0.23	0.02
Boiler 268-1	0.14	0.14	0.01	0.28	0.23	0.02
Boiler 271-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 253-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 96-1	0.08	0.08	0.01	0.15	0.13	0.01
Boiler 100-1	0.14	0.14	0.01	0.28	0.23	0.02
Boiler 100-2	0.14	0.14	0.01	0.28	0.24	0.02
Boiler 269-1	0.08	0.08	0.01	0.15	0.13	0.01

D. Visible emissions from each boiler when firing distillate fuel and/or Jet A fuel shall not exceed 20% opacity on a six (6) minute block average, except for no more than one (1) six (6) minute block average in a continuous 3-hour period.

Visible emissions from each boiler when firing natural gas shall not exceed 10% opacity on a six (6) minute block average, except for no more than one (1) six (6) minute block average in a continuous 3-hour period [06-096 CMR 101]

E. Boiler MACT (40 CFR Part 63, Subpart JJJJJJ) Requirements for the boilers. [incorporated under 06-096 CMR 115, BPT]

1. The facility shall implement a boiler tune-up program. [40 CFR Part 63.11223]

(a) 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**
Existing Oil fired boilers that are not designated as "Boilers with less frequent tune up requirements" listed below. **(Boiler DAB-1A, Boiler 461-1, Boiler 462-1, Boiler 463-1, Boiler 464-1)**	Every 2 years
Existing Oil Boilers with less frequent tune up requirements. **(Boiler IAB-1, Boiler IAB-2, Boiler 457-1, Boiler 268-1, Boiler 271-1, Boiler 253-1, Boiler 96-1, Boiler 100-1, Boiler 100-2, Boiler 269-1)**	
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]

(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 systems, 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 systems, 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) Tune-Up Report: A tune-up report shall be maintained onsite and, if requested, submitted to EPA. The report shall contain the following information:

(1) The concentration of CO in the effluent stream (ppmv) and oxygen (volume percent) measured at high fire or typical operating load both **before** and **after** the boiler tune-up;

(2) A description of any corrective actions taken as part of the tune-up of the boiler; and

(3) The types and amounts of fuels used over the 12 months prior to the tune-up of the boiler, but only if the unit was physically and legally capable of using more than one type of fuel during that period. Units sharing a fuel meter may estimate the fuel use by each unit.

[40 CFR §63.11223(b)(6)]

(d) After conducting the initial boiler tune-up, a Notification of Compliance Status should have been submitted to EPA no later than July 19, 2014. BIA submitted a Notification of Compliance Status to EPA on June 23, 2014

indicating that the boiler tune-ups had been performed. [40 CFR Part 63.11225(a)(4) and 40 CFR Part 63.11214(b)]

2. Compliance Report

A compliance report shall be prepared by March 1st biennially (for the units listed) or every five years (for the units listed) which covers the previous two or five calendar years. The report shall be maintained by the source and submitted to the Department and to the EPA upon request. The report must include the items contained in §63.11225(b)(1) and (2), including the following: [40 CFR §63.11225(b)]

(a) Company name and address;
(b) A statement of whether the source has complied with all the relevant requirements of this Subpart;
(c) A statement certifying truth, accuracy, and completeness of the notification and signed by a responsible official and containing the official's name, title, phone number, email address, and signature;
(d) The following certifications, as applicable:
  (1) "This facility complies with the requirements in 40 CFR §63.11223 to conduct tune-ups of each boiler in accordance with the frequency specified in this Subpart."
  (2) "No secondary materials that are solid waste were combusted in any affected unit."
  (3) "This facility complies with the requirement in 40 CFR §§63.11214(d) to conduct a tune-up of each applicable boiler according to 40 CFR §63.11223(b)."

3. Records shall be maintained consistent with the requirements of 40 CFR Part 63, Subpart JJJJJJ including the following [40 CFR Part 63.11225(c)]:
(a) Copies of notifications and reports with supporting compliance documentation;
(b) 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;
(c) Records of the occurrence and duration of each malfunction of each applicable boiler; and
(d) Records of actions taken during periods of malfunction to minimize emissions, including corrective actions to restore the malfunctioning boiler.

Records shall be in a form suitable and readily available for expeditious review. EPA requires submission of Notification of Compliance Status reports for tune-ups and energy assessments through their electronic reporting system. [63.1125(a)(4)(vi)]

(17) **Generator 461-2, Generator 99-1, and Generator TF-1**
(Generators manufactured pre-2006)

A. Each of the emergency generators shall be limited to 100 hours of operation per calendar year, excluding operating hours during emergency situations. Generator 99-1 is not an emergency unit, as its purpose requires its use under certain non-emergency weather conditions. Generator 99-1 shall not exceed 500 hours/year of operation (on a 12-month rolling total). A log documenting the date, time and reason for operation of the generator shall be kept. [06-096 CMR 115, BPT]

B. The fuel sulfur content for generators shall be limited to 0.0015% sulfur by weight. Compliance shall be demonstrated by fuel records from the supplier documenting the type of fuel delivered and the sulfur content of the fuel. [06-096 CMR 115, BPT]

C. Emissions shall not exceed the following:

Emission Unit	Pollutant	lb/MMBtu	Origin and Authority
Generator 99-1	PM	0.12	06-096 CMR 103, Section 2(B)(1)(a)

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

Emission Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NOx (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator 461-2	0.09	0.09	0.01	2.56	0.68	0.07
Generator 99-1	0.45	0.45	0.01	12.16	3.23	0.34
Generator TF-1	0.20	0.20	0.01	5.44	1.45	0.15

E. Visible Emissions

Visible emissions from each of the generators shall not exceed 20% opacity on a 6 minute block average, except for no more than two (2) six (6) minute block averages in a 3 hour period. [06-096 CMR 101]

F. Generators 461-2, 99-1, and TF-1 shall meet the applicable requirements of 40 CFR Part 63, Subpart ZZZZ, including the following:

1. BIA shall meet the following operational limitations for each of the compression ignition emergency engines:

a. Change the oil and filter annually,
b. Inspect the air cleaner annually and replace as necessary, and
c. Inspect the hoses and belts annually and replace as necessary.

A log shall be maintained documenting compliance with the operational limitations.

[40 CFR §63.6603(a) and Table 2(d); and 06-096 CMR 115]

2. Oil Analysis Program Option
BIA has the option of utilizing an oil analysis program which complies with the requirements of §63.6625(i) in order to extend the specified oil change requirement. If this option is used, BIA must keep records of the parameters that are analyzed as part of the program, the results of the analysis, and the oil changes for the engine. The analysis program must be part of the maintenance plan for the engine. [40 CFR§63.6625(i)]

3. Non-Resettable Hour Meter
A non-resettable hour meter shall be installed and operated on each engine. [40 CFR §63.6625(f)]

4. Maintenance, Testing, and Non-Emergency Operating Situations

a. The engines shall each be limited to 100 hours/year for maintenance checks and readiness testing, emergency demand response, and periods of voltage or frequency deviation from standards. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise to supply power as part of a financial arrangement with another entity. These limits are based on a calendar year. Compliance shall be demonstrated by a written log of all engine operating hours. [40 CFR §63.6640(f) and 06-096 CMR 115]

b. BIA shall keep records that include maintenance conducted on the engines and the hours of operation of each engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the engines are operated during a period of demand response or deviation from standard voltage or frequency, or to supply power during a non-emergency situation as part of a financial arrangement with another entity as specified in §63.6640(f)(4)(ii), BIA shall keep records of the notification of the emergency situation, and the date, start

time, and end time of engine operation for these purposes. [40 CFR §63.6655(e) and (f)]

5. Operation and Maintenance
   The engines shall be operated and maintained according to the manufacturer's emission-related written instructions or BIA shall develop a maintenance plan which must provide to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

6. Startup Idle and Startup Time Minimization
   During periods of startup the facility must minimize the engine's time spent at idle and minimize the engine's startup time to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes, after which time the non-startup emission limitations apply. [40 CFR §63.6625(h) & 40 CFR Part 63, Subpart ZZZZ Table 2d.

7. Requirements For Demand Response Availability Over 15 Hours Per Year (and greater than 100 brake hp)

   a. If BIA operates or is contractually obligated to be available for more than 15 hours per calendar year in a demand response program, during a period of deviation from standard voltage or frequency, or supplying power during a non-emergency situation as part of a financial arrangement with another entity as specified in §63.6640(f)(4)(ii), the facility shall submit an annual report containing the information in §63.6650(h)(1)(i) through (ix). The first annual report must cover the calendar year 2015 and must be submitted no later than March 31, 2016. Subsequent annual reports for each calendar year must be submitted no later than March 31 of the following calendar year. The annual report must be submitted electronically using the Compliance and Emissions Data Reporting Interface (CEDRI) that is accessed through EPA's Central Data Exchange (CDX) (www.epa.gov/cdx). However, if the reporting form is not available in CEDRI at the time that the report is due, the written report must be submitted to the following address:

      U.S. Environmental Protection Agency, Region I
      5 Post Office Square, Suite 100 (OES04-2)
      Boston, MA 02109-3912
      Attn: Air Compliance Clerk

   [40 CFR §63.6650(h)]

(18) **Generator IAB-3 and Generator DAB-3** (Emergency Engines– Post-2006)

A. Each of the emergency generators shall be limited to 100 hours of operation per calendar year, excluding operating hours during emergency situations. [06-096 CMR 115]

B. Emissions shall not exceed the following:

Unit	Pollutant	lb/MMBtu	Origin and Authority
Generator IAB-3	PM	0.12	06-096 CMR 103(2)(B)(1)(a)
Generator DAB-3	PM	0.12	06-096 CMR 103(2)(B)(1)(a)

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

Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NO_x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator IAB-3 (4.7 MMBtu/hr) distillate fuel	0.60	0.60	0.01	15.04	4.00	0.42
Generator DAB-3 (5.9 MMBtu/hr) distillate fuel	0.71	0.71	0.01	11.3	0.91	0.12

D. Visible Emissions
Visible emissions from each of the generators shall not exceed 20% opacity on a six (6) minute block average, except for no more than two (2) six (6) minute block averages in a continuous 3-hour period. [06-096 CMR 101]

E. Generator IAB-3 and Generator DAB-3 shall meet the applicable requirements of 40 CFR Part 60, Subpart IIII, including the following:

1. Manufacturer Certification
The engines shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in §60.4202. [40 CFR §60.4205(b)]

2. Ultra-Low Sulfur Fuel
The fuel fired in the engines shall not exceed 15 ppm sulfur (0.0015% sulfur), except that any existing fuel purchased (or otherwise obtained) prior to October 1, 2010, may be used until depleted. Compliance with the fuel sulfur content limit shall be based on fuel records from the supplier documenting the type of fuel

delivered and the sulfur content of the fuel. [40 CFR §60.4207(b) and 06-096 CMR 115]

3. Non-Resettable Hour Meter
   A non-resettable hour meter shall be installed and operated on each engine. [40 CFR §60.4209(a)]

4. Annual Time Limit for Maintenance and Testing
   a. The engines shall each be limited to 100 hours/year for maintenance checks and readiness testing, emergency demand response, and periods of voltage or frequency deviation from standards. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, non-emergency demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity unless the conditions in §60.4211(f)(3)(i) are met). These limits are based on a calendar year. Compliance shall be demonstrated by a written log of all engine operating hours. [40 CFR §60.4211(f) and 06-096 CMR 115]

   b. BIA shall keep records that include maintenance conducted on the engine(s) and the hours of operation of each engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the engines are operated during a period of demand response or deviation from standard voltage or frequency, or to supply power during a non-emergency situation as part of a financial arrangement with another entity as specified in §60.4211(f)(3)(i), BIA shall keep records of the notification of the emergency situation, and the date, start time, and end time of engine operation for these purposes.

5. Operation and Maintenance
   The engines shall be operated and maintained according to the manufacturer's emission-related written instructions or procedures developed by BIA that are approved by the engine manufacturer. BIA may only change those emission-related settings that are permitted by the manufacturer. [40 CFR §60.4211(a)]

6. Annual Reporting For Demand Response Availability Over 15 Hours Per Year (for engines greater than 100 brake hp)
   If BIA operates or is contractually obligated to be available for more than 15 hours per calendar year in a demand response program, during a period of deviation from standard voltage or frequency, or supplying power during a non-emergency situation as part of a financial arrangement with another entity as specified in §60.4211(f)(3)(i), the facility shall submit an annual report containing

the information in §60.4214(d)(1)(i) through (vii). The first annual report must cover the calendar year 2015 and must be submitted no later than March 31, 2016. Subsequent annual reports for each calendar year must be submitted no later than March 31 of the following calendar year. The annual report must be submitted electronically using the Compliance and Emissions Data Reporting Interface (CEDRI) that is accessed through EPA's Central Data Exchange (CDX) (www.epa.gov/cdx). However, if the reporting form is not available in CEDRI at the time that the report is due, the written report must be submitted to the following address:

U.S. Environmental Protection Agency, Region I
5 Post Office Square, Suite 100 (OES04-2)
Boston, MA 02109-3912
Attn: Air Compliance Clerk

[40 CFR §60.4214(d)]

(19) **Snow Melter #1**

A. Snow Melter #1 shall fire distillate or Jet A fuel with a maximum fuel sulfur content of 0.5% by weight. Records from the supplier documenting type of fuel delivered shall be kept for compliance purposes. [06-096 CMR 115, BPT]

B. Snow Melter #1 shall not exceed 200 hours per year of operation, on a calendar year basis. BIA shall record Snow Melter #1 operation time in a log to demonstrate compliance. [06-096 CMR 115, BPT]

C. Emissions shall not exceed the following:

Emission Unit	Pollutant	lb/MMBtu	Origin and Authority
Snow Melter #1	PM	0.12	06-096 CMR 103, Section 2(B)(1)(a)

D. Emissions shall not exceed the following:

Emission Unit	PM (lb/hr)	PM_{10} (lb/hr)	SO_2 (lb/hr)	NOx (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Snow Melter #1	1.08	1.08	4.51	2.24	0.32	0.04

E. Visible emissions from Snow Melter #1 shall not exceed 10% opacity on a 6-minute block average basis, except for no more than one 6-minute block average in a 3-hour period. [06-096 CMR 101, BPT]

(20) **Volatile Organic Liquid Storage Tanks**

A. Storage Tanks T-1, T-2 and T-3 shall be used to store only Jet A fuel or other volatile organic liquid with a true vapor pressure of less than 3.5 kPA. BIA shall submit an application for amendment if the tanks will be used to store a volatile organic liquid with a true vapor pressure greater than 3.5 kPA, and the tanks may then be subject to NSPS 40 CFR 60, Subpart Kb. As operated, the tanks are not subject to Subpart Kb. [06-096 CMR 115, BPT]

B. BIA shall keep records of total throughput on a calendar year basis in Tanks T-1, T-2 and T-3. [06-096 CMR 115, BPT]

C. BIA shall keep readily available records showing the dimensions of Tanks T-4 and T-5 and analyses showing the capacities of the storage vessels. These records shall be kept for the life of the tanks. [40 CFR 60 §60.116b(b)]

D. Tank T-5 is subject to the requirements of 06-096 CMR 118, and shall be loaded and unloaded in accordance with the chapter. Loading and unloading in accordance with 06-096 CMR 118 is determined to be BPT for Tank T-4.

1. BIA shall not permit deliveries to Tanks T-4 and T-5 unless the tanks are each equipped with a submerged fill pipe that extends into the stationary gasoline storage tank to within six inches of the bottom of the tank. [06-096 CMR 118(3)(A), 06-096 CMR 115, BPT]
2. BIA shall maintain a Stage I vapor balance system (as defined in 06-096 CMR 118) on Tanks T-4 and T-5. [06-096 CMR 118(3)(B), 06-096 CMR 115, BPT]
   i. In order to insure that the vapor balance system is maintained in good working order, BIA shall inspect the following system components on a weekly basis, and take corrective action as necessary: [06-096 CMR 115, BPT]
      a. the fill and vapor recovery caps and gaskets to insure that they are in good working order; and,
      b. the vapor recovery poppet to insure it seals properly.
   ii. BIA shall record the date, result of the inspection, and any corrective action necessary or taken.
3. BIA shall maintain gasoline throughput records that will allow the monthly and annual throughput of Tanks T-4 and T-5 to be determined. [06-096 CMR 118(9)(B), 06-096 CMR 115, BPT]

(21) **Paint Spray Booth**

A. Emissions from the Paint Spray Booth shall be limited to 1,500 lbs. VOC per calendar month and 9.0 tons of VOC per year, on a calendar year basis. Compliance with the VOC limits shall be demonstrated through records maintained on a monthly and yearly basis, showing amount of each type of coating used, percent VOC of the coating (from the MSDS sheet), coating weight and total VOC emitted through use of that coating. [06-096 CMR 115, BPT]

B. Emissions from the Paint Spray Booth shall be limited to 9.9 tons/year of total HAPs, on a calendar year basis. Compliance with the HAP limit shall be demonstrated through records maintained on a monthly and yearly basis, showing the amount of each type of coating used, percent HAP (from the MSDS sheet), and amount of HAP emitted. [06-096 CMR 115, BPT]

C. BIA shall keep records demonstrating that the Paint Spray Booth meets the VOC emission limit of 1,500 lbs. per month.

D. The Paint Spray Booth is subject to the requirements of 06-096 CMR 153 when it is used to repair and refinish mobile equipment. BIA shall operate the Paint Spray Booth in accordance with the work practices and requirements from 06-096 CMR 153. [06-096 CMR 153, 06-096 CMR 115, BPT]

1. Finish materials shall be applied using one or more of the following application techniques:

   i. Flow/curtain coating;

   ii. Dip coating;

   iii. Roller coating;

   iv. Brush coating;

   v. Cotton-tipped swab coating;

   vi. Electrodeposition coating

   vii. High volume low pressure (HVLP) spraying;

   viii. Electrostatic spray;

   ix. Airless spray; or,

   x. Other coating application methods that the person has demonstrated and the Department has determined achieve emission reductions equivalent to HVLP or electrostatic spray application methods.

2. Finish materials include: automotive pretreatment primer, automotive primer-surfacer, automotive primer-sealer, automotive topcoat, single-stage topcoat, 2-stage basecoat/clearcoat, 3 or 4 stage basecoat/topcoat, automotive multi-colored topcoat, automotive specialty.

E. Visible emissions from the Paint Spray Booth exhaust shall not exceed 10 percent opacity on a 6-minute block average basis, except for no more than one 6-minute block average in a 1-hour period. [06-096 CMR 101, BPT]

(22) **General Process Sources**

Visible emissions from any general process source shall not exceed an opacity of 20% on a six (6) minute block average basis, except for no more than one (1) six (6) minute block average in a 1-hour period. [06-096 CMR 101]

(23) BIA shall notify the Department within 48 hours and submit a report to the Department on a quarterly basis if a malfunction or breakdown in any component causes a violation of any emission standard (38 M.R.S.A. §605).

DONE AND DATED IN AUGUSTA, MAINE THIS 6 DAY OF October , 2015.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Marc Allen Robert Cone for
AVERY T. DAY, ACTING COMMISSIONER

The term of this license shall be ten (10) years from the signature date above.

[Note: If a complete renewal application, as determined by the Department, is submitted prior to expiration of this license, then pursuant to Title 5 M.R.S.A. §10002, all terms and conditions of the license shall remain in effect until the Department takes final action on the renewal of the license.]

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: May 5, 2015
Date of application acceptance: May 15, 2015

Date filed with the Board of Environmental Protection:

Filed
OCT 6 2015
State of Maine
Board of Environmental Protection

This Order prepared by Edwin Cousins, Bureau of Air Quality