INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

TO: Interested Parties / Applicant

DATE: July 7, 2010

RE: Indianapolis Airport Authority / 097-25348-00156

FROM: Matthew Stuckey, Branch Chief
Permits Branch
Office of Air Quality

Notice of Decision: Approval – Effective Immediately

Please be advised that on behalf of the Commissioner of the Department of Environmental Management, I have issued a decision regarding the enclosed matter. Pursuant to IC 13-15-5-3, this permit is effective immediately, unless a petition for stay of effectiveness is filed and granted, and may be revoked or modified in accordance with the provisions of IC 13-15-7-1.

If you wish to challenge this decision, IC 4-21.5-3-7 and IC 13-15-6-1(b) or IC 13-15-6-1(a) require that you file a petition for administrative review. This petition may include a request for stay of effectiveness and must be submitted to the Office of Environmental Adjudication, 100 North Senate Avenue, Government Center North, Suite N 501E, Indianapolis, IN 46204.

For an **initial Title V Operating Permit**, a petition for administrative review must be submitted to the Office of Environmental Adjudication within **thirty (30)** days from the receipt of this notice provided under IC 13-15-5-3, pursuant to IC 13-15-6-1(b).

For a **Title V Operating Permit renewal**, a petition for administrative review must be submitted to the Office of Environmental Adjudication within **fifteen (15)** days from the receipt of this notice provided under IC 13-15-5-3, pursuant to IC 13-15-6-1(a).

The filing of a petition for administrative review is complete on the earliest of the following dates that apply to the filing:

(1) the date the document is delivered to the Office of Environmental Adjudication (OEA);
(2) the date of the postmark on the envelope containing the document, if the document is mailed to OEA by U.S. mail; or
(3) The date on which the document is deposited with a private carrier, as shown by receipt issued by the carrier, if the document is sent to the OEA by private carrier.

The petition must include facts demonstrating that you are either the applicant, a person aggrieved or adversely affected by the decision or otherwise entitled to review by law. Please identify the permit, decision, or other order for which you seek review by permit number, name of the applicant, location, date of this notice and all of the following:

(1) the name and address of the person making the request;
(2) the interest of the person making the request;
(3) identification of any persons represented by the person making the request;
(4) the reasons, with particularity, for the request;
(5) the issues, with particularity, proposed for considerations at any hearing; and
(6) identification of the terms and conditions which, in the judgment of the person making the request, would be appropriate in the case in question to satisfy the requirements of the law governing documents of the type issued by the Commissioner.

Pursuant to 326 IAC 2-7-18(d), any person may petition the U.S. EPA to object to the issuance of an initial Title V operating permit, permit renewal, or modification within sixty (60) days of the end of the forty-five (45) day EPA review period. Such an objection must be based only on issues that were raised with reasonable specificity during the public comment period, unless the petitioner demonstrates that it was impractible to raise such issues, or if the grounds for such objection arose after the comment period.

To petition the U.S. EPA to object to the issuance of a Title V operating permit, contact:

U.S. Environmental Protection Agency
401 M Street
Washington, D.C. 20406

If you have technical questions regarding the enclosed documents, please contact the Office of Air Quality, Permits Branch at (317) 233-0178. Callers from within Indiana may call toll-free at 1-800-451-6027, ext. 3-0178.

Enclosures
FNTVOP.dot12/3/07

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Part 70 Operating Permit Renewal

OFFICE OF AIR QUALITY

Indianapolis Airport Authority
2825 West Perimeter Road & 7800 Col. H. Weir Cook Memorial Drive
(and various collocated addresses)
Indianapolis, Indiana 46241

(herein known as the Permittee) is hereby authorized to operate subject to the conditions contained herein, the source described in Section A (Source Summary) of this permit.

The Permittee must comply with all conditions of this permit. Noncompliance with any provisions of this permit is grounds for enforcement action; permit termination, revocation and reissuance, or modification; or denial of a permit renewal application. Noncompliance with any provision of this permit, except any provision specifically designated as not federally enforceable, constitutes a violation of the Clean Air Act. It shall not be a defense for the Permittee in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this permit. An emergency does constitute an affirmative defense in an enforcement action provided the Permittee complies with the applicable requirements set forth in Section B, Emergency Provisions.

This permit is issued in accordance with 326 IAC 2 and 40 CFR Part 70 Appendix A and contains the conditions and provisions specified in 326 IAC 2-7 as required by 42 U.S.C. 7401, et. seq. (Clean Air Act as amended by the 1990 Clean Air Act Amendments), 40 CFR Part 70.6, IC 13-15 and IC 13-17.

Operation Permit No.: T097-25348-00156	
Issued by: Tripurari Sinha Tripurari P. Sinha, Ph. D., Section Chief Permits Branch Office of Air Quality	Issuance Date: July 7, 2010 Expiration Date: July 7, 2015

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SECTION A SOURCE SUMMARY

This permit is based on information requested by the Indiana Department of Environmental Management (IDEM), Office of Air Quality (OAQ). The information describing the source contained in conditions A.1 through A.4 is descriptive information and does not constitute enforceable conditions. However, the Permittee should be aware that a physical change or a change in the method of operation that may render this descriptive information obsolete or inaccurate may trigger requirements for the Permittee to obtain additional permits or seek modification of this permit pursuant to 326 IAC 2, or change other applicable requirements presented in the permit application.

A.1 General Information [326 IAC 2-7-4(c)][326 IAC 2-7-5(15)][326 IAC 2-7-1(22)]

This source consists of an airfield, a stationary aerospace vehicle maintenance center which performs various maintenance tasks on aircraft and a central energy plant.

Source Address:	2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive, (and various collocated addresses) Indianapolis, Indiana 46241
General Source Phone Number:	(317) 487-5070
SIC Code:	4581
County Location:	Marion
Source Location Status:	Nonattainment for PM2.5 standard Attainment for all other criteria pollutants
Source Status:	Minor Source, Section 112 of the Clean Air Act Minor Source under Nonattainment New Source Review and PSD Rules Nested Source with fossil fuel fired boilers (or combinations thereof) totalling more than two hundred fifity million (250,000,000) British thermal units per hour heat input, as 1 of 28 Source Categories

A.2 Part 70 Source Definition [326 IAC 2-7-1(22)]

This airfield, aerospace vehicle maintenance center and central energy plant source consists of six (6) plants:

(a) Plant 1, Indianapolis Airport Authority (T097-25348-00156), is located at 2825 West Perimeter Road, Indianapolis, Indiana 46241 and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241;

(b) Plant 2, BHMM Energy Services, LLC - IMC Central Energy Plant (T097-25314-00586), is located at 2745 South Hoffman Road, Suite 504, Indianapolis, Indiana 46241;

(c) Plant 3, AAR Aircraft Services, Indianapolis (T097-25347-00559), is located at 2825 West Perimeter Road, Indianapolis, Indiana 46241;

(d) Plant 4 Indianapolis Diversified Machining, Inc. (T097-25296-00560), is located at 2825 West Perimeter Road, Suite 106, Indianapolis, Indiana 46241;

(e) Plant 5, Chautauqua Airlines (T097-28370-00668), is located at 2825 West Perimeter Road, Indianapolis, IN 46241; and

(f) Plant 6, Skytanking (T097-28369-00667), is located at 2050 Hoffman Road, Indianapolis, IN 46241.

IDEM OAQ has determined that since the six (6) plants are located on contiguous or adjacent properties and are under common control of the same entity, the Indianapolis Airport Authority (IAA), they will be considered one (1) source.

Separate Part 70 Operating Permits are issued to the Indianapolis Airport Authority with Permit No. T097-25348-00156, BHMM Energy Services, LLC - IMC Central Energy Plant with Permit No. T097-25314-00586, AAR Aircraft Services, Indianapolis with Permit No. T097-25347-00559, Indianapolis Diversified Machining, Inc. with Permit No.: T097-25296-00560, Chautauqua Airlines with permit No. T097-28370-00668 and Skytanking with permit No. T097-28369-00667, solely for administrative purposes.

A.3 Emission Units and Pollution Control Equipment Summary
[326 IAC 2-7-4(c)(3)][326 IAC 2-7-5(15)]

This stationary source, located at Plant 1 at 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Dr. (and various collocated addresses), Indianapolis, Indiana 46241, consists of the following permitted emission units and pollution control devices:

(a) Two (2) reciprocating internal combustion engine emergency generators in the New Indianapolis Airport Terminal located at 7800 Col. H. Weir Cook Memorial Drive identified as emission unit 013 and emission unit 014. Each engine is diesel fuel fired and rated at 2200 horsepower. Each engine is a 4-stroke lean burn compression engine. Emission unit 013 exhausts to stack/vent V1 and emission unit 014 exhausts to stack/vent V2. Each engine was approved to construct in 2008. Under 40 CFR 60, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 013 and emission unit 014 are each considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(b) Three (3) Jet Fuel Storage tanks installed in 1978 and subject to 40 CFR 60, Subpart K.

(1) One 840,000 gallon tank, equipped with a floating roof, identified as Stand A.

(2) Two 50,000 gallon storage tanks, UST, identified as Stand B-East and Stand B-West.

A.4 Specifically Regulated Insignificant Activities
[326 IAC 2-7-1(21)][326 IAC 2-7-4(c)][326 IAC 2-7-5(15)]

This stationary source, located at Plant 1 at 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241, has the following specifically regulated insignificant activities, as defined in 326 IAC 2-7-1(21):

(a) One (1) reciprocating internal combustion engine in Fire Station # 1 located at 8300 North Service Road identified as emission unit 015. Emission unit 015 is diesel fuel fired and rated at 840 horsepower. Emission unit 015 is a 4-stroke lean burn compression engine. Emission unit 015 exhausts to stack/vent V3. Emission unit 015 is permitted in 2008 and has a manufacturing date of 2007. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 015 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(b) One (1) reciprocating internal combustion engine in the New Indianapolis Airport Parking Garage located at 7801 Airport Terminal Drive identified as emission unit 016. Emission unit 016 is diesel fuel fired and rated at 1495 horsepower. Emission unit 016 is a 4-stroke lean burn compression engine. Emission unit 016 exhausts to stack/vent V4A and V4B. Emission unit 016 is permitted in 2008 and has a manufacturing date of 2006. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 016 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(c) One (1) reciprocating internal combustion engine emergency generator in the Airport Operations Center - Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 018. Emission unit 018 is diesel fuel fired and rated at 1528 horsepower. Emission unit 018 is a 4-stroke lean burn compression engine. Emission unit 018 exhausts to stack/vent V6. Emission unit 018 is approved to construct in 2008. Under 40 CFR 60, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 018 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(d) One (1) reciprocating internal combustion engine emergency generator in Parking Access Revenue Control (PARC) located at 8081 Col. H. Weir Cook Memorial Drive identified as emission unit 021. Emission unit 021 is diesel fuel fired and rated at 133 horsepower. Emission unit 021 is a 4-stroke lean burn compression engine. Emission unit 021 exhausts to stack/vent V7. Emission unit 021 is approved to construct in 2008. Under 40 CFR 60, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 021 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(e) One (1) Caterpillar Standby 500 emergency generator identified as Caterpillar Standby 500, rated at 831 horsepower, located in the Midfield Electrical Vault. This emergency generator is a replacement of an existing 750 horsepower generator. Installed in 2007. Under 40 CFR 60, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit Caterpillar Standby 500 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(f) The following degreasing operations that do not individually exceed 145 gallons per 12 months, except if subject to 326 IAC 20-6 [326 IAC 8-3]:

(1) One (1) System One cold cleaner degreaser and one (1) Mirachem cold cleaner degreaser each located in the Airfield Maintenance Building at 2500 South High School Road.

(2) One (1) cold cleaner degreaser at IMC Facility Maintenance; one (1) cold cleaner degreaser at IMC tool repair cage.

(g) Natural gas-fired combustion sources with heat input equal to or less than ten million (10,000,000) British thermal units per hour, including the following:

(1) One (1) Kewanee boiler, identified as hot water heater, identified as emission unit # 4, permitted in 2007, with maximum heat input capacity of 8.998 million Btu per hour, located in the Airfield Maintenance building at 2500 South High School Road. [326 IAC 6.5-1]

(2) One (1) Weil McClain boiler, identified as hot water heater, identified as emission unit # 5, permitted in 2007, with maximum heat input capacity of 2.247 million Btu per hour, located in the International Arrivals building at 2500 South High School Road. [326 IAC 6.5-1]

(3) Two (2) natural gas fired boilers in the Airport Operations Center-Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 019 and 020. Each boiler is rated at 1.0 million Btu per hour. Emission unit 019 and emission unit 020 were each permitted in 2008. [326 IAC 6.5-1]

(4) Two (2) natural gas fired boilers, both LAARS Neotherm Model NTH0500, hot water, 0.5 million Btu/hr, constructed in 2009, located at the Midfield Program Office (MPO) at 2349 Aviation Drive. [326 IAC 6.5-1]

(h) Paved and unpaved roads and parking lots with public access. [326 IAC 6-4]

A.5 Part 70 Permit Applicability [326 IAC 2-7-2]

This stationary source is required to have a Part 70 permit by 326 IAC 2-7-2 (Applicability) because:

(a) It is a major source, as defined in 326 IAC 2-7-1(22);

(b) It is a source in a source category designated by the United States Environmental Protection Agency (U.S. EPA) under 40 CFR 70.3 (Part 70 - Applicability).

SECTION B GENERAL CONDITIONS

B.1 Definitions [326 IAC 2-7-1]

Terms in this permit shall have the definition assigned to such terms in the referenced regulation. In the absence of definitions in the referenced regulation, the applicable definitions found in the statutes or regulations (IC 13-11, 326 IAC 1-2 and 326 IAC 2-7) shall prevail.

B.2 Permit Term [326 IAC 2-7-5(2)][326 IAC 2-1.1-9.5][326 IAC 2-7-4(a)(1)(D)][IC 13-15-3-6(a)]

(a) This permit, T 097-25348-00156, is issued for a fixed term of five (5) years from the issuance date of this permit, as determined in accordance with IC 4-21.5-3-5(f) and IC 13-15-5-3. Subsequent revisions, modifications, or amendments of this permit do not affect the expiration date of this permit.

(b) If IDEM, OAQ, upon receiving a timely and complete renewal permit application, fails to issue or deny the permit renewal prior to the expiration date of this permit, this existing permit shall not expire and all terms and conditions shall continue in effect, including any permit shield provided in 326 IAC 2-7-15, until the renewal permit has been issued or denied.

B.3 Term of Conditions [326 IAC 2-1.1-9.5]

Notwithstanding the permit term of a permit to construct, a permit to operate, or a permit modification, any condition established in a permit issued pursuant to a permitting program approved in the state implementation plan shall remain in effect until:

(a) the condition is modified in a subsequent permit action pursuant to Title I of the Clean Air Act; or

(b) the emission unit to which the condition pertains permanently ceases operation.

B.4 Enforceability [326 IAC 2-7-7] [IC 13-17-12]

Unless otherwise stated, all terms and conditions in this permit, including any provisions designed to limit the source's potential to emit, are enforceable by IDEM, the United States Environmental Protection Agency (U.S. EPA) and by citizens in accordance with the Clean Air Act.

B.5 Severability [326 IAC 2-7-5(5)]

The provisions of this permit are severable; a determination that any portion of this permit is invalid shall not affect the validity of the remainder of the permit.

B.6 Property Rights or Exclusive Privilege [326 IAC 2-7-5(6)(D)]

This permit does not convey any property rights of any sort or any exclusive privilege.

B.7 Duty to Provide Information [326 IAC 2-7-5(6)(E)]

(a) The Permittee shall furnish to IDEM, OAQ, within a reasonable time, any information that IDEM, OAQ may request in writing to determine whether cause exists for modifying, revoking and reissuing, or terminating this permit, or to determine compliance with this permit. Upon request, the Permittee shall also furnish to IDEM, OAQ copies of records required to be kept by this permit.

(b) For information furnished by the Permittee to IDEM, OAQ, the Permittee may include a claim of confidentiality in accordance with 326 IAC 17.1. When furnishing copies of requested records directly to U. S. EPA, the Permittee may assert a claim of confidentiality in accordance with 40 CFR 2, Subpart B.

B.8 Certification [326 IAC 2-7-4(f)][326 IAC 2-7-6(1)][326 IAC 2-7-5(3)(C)]

(a) A certification required by this permit meets the requirements of 326 IAC 2-7-6(1) if:

(i) it contains a certification by a "responsible official" as defined by 326 IAC 2-7-1(34), and

(ii) the certification states that based on information and belief formed after reasonable inquiry, the statements and information in the document are true, accurate, and complete.

(b) The Permittee may use the attached Certification Form, or its equivalent with each submittal requiring certification. One (1) certification may cover multiple forms in one (1) submittal.

(c) A "responsible official" is defined at 326 IAC 2-7-1(34).

B.9 Annual Compliance Certification [326 IAC 2-7-6(5)]

(a) The Permittee shall annually submit a compliance certification report which addresses the status of the source's compliance with the terms and conditions contained in this permit, including emission limitations, standards, or work practices. All certifications shall cover the time period from January 1 to December 31 of the previous year, and shall be submitted no later than July 1 of each year to:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

and

United States Environmental Protection Agency, Region V
Air and Radiation Division, Air Enforcement Branch - Indiana (AE-17J)
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

(b) The annual compliance certification report required by this permit shall be considered timely if the date postmarked on the envelope or certified mail receipt, or affixed by the shipper on the private shipping receipt, is on or before the date it is due. If the document is submitted by any other means, it shall be considered timely if received by IDEM, OAQ on or before the date it is due.

(c) The annual compliance certification report shall include the following:

(1) The appropriate identification of each term or condition of this permit that is the basis of the certification;

(2) The compliance status;

(3) Whether compliance was continuous or intermittent;

(4) The methods used for determining the compliance status of the source, currently and over the reporting period consistent with 326 IAC 2-7-5(3); and

(5) Such other facts, as specified in Sections D of this permit, as IDEM, OAQ may require to determine the compliance status of the source.

The submittal by the Permittee does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

B.10 Preventive Maintenance Plan [326 IAC 2-7-5(1),(3) and (13)][326 IAC 2-7-6(1) and (6)][326 IAC 1-6-3]

(a) A Preventive Maintenance Plan meets the requirements of 326 IAC 1-6-3 if it includes, at a minimum:

(1) Identification of the individual(s) responsible for inspecting, maintaining, and repairing emission control devices;

(2) A description of the items or conditions that will be inspected and the inspection schedule for said items or conditions; and

(3) Identification and quantification of the replacement parts that will be maintained in inventory for quick replacement.

The Permittee shall implement the PMPs.

(b) If required by specific condition(s) in Section D of this permit where no PMP was previously required, the Permittee shall prepare and maintain Preventive Maintenance Plans (PMPs) no later than ninety (90) days after issuance of this permit or ninety (90) days after initial start-up, whichever is later, including the following information on each facility:

(1) Identification of the individual(s) responsible for inspecting, maintaining, and repairing emission control devices;

(2) A description of the items or conditions that will be inspected and the inspection schedule for said items or conditions; and

(3) Identification and quantification of the replacement parts that will be maintained in inventory for quick replacement.

If, due to circumstances beyond the Permittee’s control, the PMPs cannot be prepared and maintained within the above time frame, the Permittee may extend the date an additional ninety (90) days provided the Permittee notifies:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

The PMP extension notification does not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

The Permittee shall implement the PMPs.

(c) A copy of the PMPs shall be submitted to IDEM, OAQ upon request and within a reasonable time, and shall be subject to review and approval by IDEM, OAQ. IDEM, OAQ may require the Permittee to revise its PMPs whenever lack of proper maintenance causes or is the primary contributor to an exceedance of any limitation on emissions. The PMPs and their submittal do not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(d) To the extent the Permittee is required by 40 CFR Part 60/63 to have an Operation Maintenance, and Monitoring (OMM) Plan for a unit, such Plan is deemed to satisfy the PMP requirements of 326 IAC 1-6-3 for that unit.

B.11 Emergency Provisions [326 IAC 2-7-16]

(a) An emergency, as defined in 326 IAC 2-7-1(12), is not an affirmative defense for an action brought for noncompliance with a federal or state health-based emission limitation.

(b) An emergency, as defined in 326 IAC 2-7-1(12), constitutes an affirmative defense to an action brought for noncompliance with a technology-based emission limitation if the affirmative defense of an emergency is demonstrated through properly signed, contemporaneous operating logs or other relevant evidence that describe the following:

(1) An emergency occurred and the Permittee can, to the extent possible, identify the causes of the emergency;

(2) The permitted facility was at the time being properly operated;

(3) During the period of an emergency, the Permittee took all reasonable steps to minimize levels of emissions that exceeded the emission standards or other requirements in this permit;

(4) For each emergency lasting one (1) hour or more, the Permittee notified IDEM, OAQ, within four (4) daytime business hours after the beginning of the emergency, or after the emergency was discovered or reasonably should have been discovered;

Telephone Number: 1-800-451-6027 (ask for Office of Air Quality, Compliance and Enforcement Branch), or
Telephone Number: 317-233-0178 (ask for Office of Air Quality, Compliance and Enforcement Branch)
Facsimile Number: 317-233-6865

(5) For each emergency lasting one (1) hour or more, the Permittee submitted the attached Emergency Occurrence Report Form or its equivalent, either by mail or facsimile to:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

within two (2) working days of the time when emission limitations were exceeded due to the emergency.

The notice fulfills the requirement of 326 IAC 2-7-5(3)(C)(ii) and must contain the following:

(A) A description of the emergency;

(B) Any steps taken to mitigate the emissions; and

(C) Corrective actions taken.

The notification which shall be submitted by the Permittee does not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(6) The Permittee immediately took all reasonable steps to correct the emergency.

(c) In any enforcement proceeding, the Permittee seeking to establish the occurrence of an emergency has the burden of proof.

(d) This emergency provision supersedes 326 IAC 1-6 (Malfunctions). This permit condition is in addition to any emergency or upset provision contained in any applicable requirement.

(e) The Permittee seeking to establish the occurrence of an emergency shall make records available upon request to ensure that failure to implement a PMP did not cause or contribute to an exceedance of any limitations on emissions. However, IDEM, OAQ may require that the Preventive Maintenance Plans required under 326 IAC 2-7-4(c)(9) be revised in response to an emergency.

(f) Failure to notify IDEM, OAQ by telephone or facsimile of an emergency lasting more than one (1) hour in accordance with (b)(4) and (5) of this condition shall constitute a violation of 326 IAC 2-7 and any other applicable rules.

(g) If the emergency situation causes a deviation from a technology-based limit, the Permittee may continue to operate the affected emitting facilities during the emergency provided the Permittee immediately takes all reasonable steps to correct the emergency and minimize emissions.

B.12 Permit Shield [326 IAC 2-7-15][326 IAC 2-7-20][326 IAC 2-7-12]

(a) Pursuant to 326 IAC 2-7-15, the Permittee has been granted a permit shield. The permit shield provides that compliance with the conditions of this permit shall be deemed compliance with any applicable requirements as of the date of permit issuance, provided that either the applicable requirements are included and specifically identified in this permit or the permit contains an explicit determination or concise summary of a determination that other specifically identified requirements are not applicable. The Indiana statutes from IC 13 and rules from 326 IAC, referenced in conditions in this permit, are those applicable at the time the permit was issued. The issuance or possession of this permit shall not alone constitute a defense against an alleged violation of any law, regulation or standard, except for the requirement to obtain a Part 70 permit under 326 IAC 2-7 or for applicable requirements for which a permit shield has been granted.

This permit shield does not extend to applicable requirements which are promulgated after the date of issuance of this permit unless this permit has been modified to reflect such new requirements.

(b) If, after issuance of this permit, it is determined that the permit is in nonconformance with an applicable requirement that applied to the source on the date of permit issuance, IDEM, OAQ, shall immediately take steps to reopen and revise this permit and issue a compliance order to the Permittee to ensure expeditious compliance with the applicable requirement until the permit is reissued. The permit shield shall continue in effect so long as the Permittee is in compliance with the compliance order.

(c) No permit shield shall apply to any permit term or condition that is determined after issuance of this permit to have been based on erroneous information supplied in the permit application. Erroneous information means information that the Permittee knew to be false, or in the exercise of reasonable care should have been known to be false, at the time the information was submitted.

(d) Nothing in 326 IAC 2-7-15 or in this permit shall alter or affect the following:

(1) The provisions of Section 303 of the Clean Air Act (emergency orders), including the authority of the U.S. EPA under Section 303 of the Clean Air Act;

(2) The liability of the Permittee for any violation of applicable requirements prior to or at the time of this permit's issuance;

(3) The applicable requirements of the acid rain program, consistent with Section 408(a) of the Clean Air Act; and

(4) The ability of U.S. EPA to obtain information from the Permittee under Section 114 of the Clean Air Act.

(e) This permit shield is not applicable to any change made under 326 IAC 2-7-20(b)(2) (Sections 502(b)(10) of the Clean Air Act changes) and 326 IAC 2-7-20(c)(2) (trading based on State Implementation Plan (SIP) provisions).

(f) This permit shield is not applicable to modifications eligible for group processing until after IDEM, OAQ, has issued the modifications. [326 IAC 2-7-12(c)(7)]

(g) This permit shield is not applicable to minor Part 70 permit modifications until after IDEM, OAQ, has issued the modification. [326 IAC 2-7-12(b)(8)]

B.13 Prior Permits Superseded [326 IAC 2-1.1-9.5][326 IAC 2-7-10.5]

(a) All terms and conditions of permits established prior to T 097-25348-00156 and issued pursuant to permitting programs approved into the state implementation plan have been either:

(1) incorporated as originally stated,

(2) revised under 326 IAC 2-7-10.5, or

(3) deleted under 326 IAC 2-7-10.5.

(b) Provided that all terms and conditions are accurately reflected in this permit, all previous registrations and permits are superseded by this Part 70 operating permit.

B.14 Termination of Right to Operate [326 IAC 2-7-10][326 IAC 2-7-4(a)]

The Permittee's right to operate this source terminates with the expiration of this permit unless a timely and complete renewal application is submitted at least nine (9) months prior to the date of expiration of the source's existing permit, consistent with 326 IAC 2-7-3 and 326 IAC 2-7-4(a).

B.15 Reserved

B.16 Permit Modification, Reopening, Revocation and Reissuance, or Termination [326 IAC 2-7-5(6)(C)][326 IAC 2-7-8(a)][326 IAC 2-7-9]

(a) This permit may be modified, reopened, revoked and reissued, or terminated for cause. The filing of a request by the Permittee for a Part 70 Operating Permit modification, revocation and reissuance, or termination, or of a notification of planned changes or anticipated noncompliance does not stay any condition of this permit. [326 IAC 2-7-5(6)(C)] The notification by the Permittee does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(b) This permit shall be reopened and revised under any of the circumstances listed in IC 13-15-7-2 or if IDEM, OAQ determines any of the following:

(1) That this permit contains a material mistake.

(2) That inaccurate statements were made in establishing the emissions standards or other terms or conditions.

(3) That this permit must be revised or revoked to assure compliance with an applicable requirement. [326 IAC 2-7-9(a)(3)]

(c) Proceedings by IDEM, OAQ to reopen and revise this permit shall follow the same procedures as apply to initial permit issuance and shall affect only those parts of this permit for which cause to reopen exists. Such reopening and revision shall be made as expeditiously as practicable. [326 IAC 2-7-9(b)]

(d) The reopening and revision of this permit, under 326 IAC 2-7-9(a), shall not be initiated before notice of such intent is provided to the Permittee by IDEM, OAQ at least thirty (30) days in advance of the date this permit is to be reopened, except that IDEM, OAQ may provide a shorter time period in the case of an emergency. [326 IAC 2-7-9(c)]

B.17 Permit Renewal [326 IAC 2-7-3][326 IAC 2-7-4][326 IAC 2-7-8(e)]

(a) The application for renewal shall be submitted using the application form or forms prescribed by IDEM, OAQ and shall include the information specified in 326 IAC 2-7-4. Such information shall be included in the application for each emission unit at this source, except those emission units included on the trivial or insignificant activities list contained in 326 IAC 2-7-1(21) and 326 IAC 2-7-1(40). The renewal application does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

Request for renewal shall be submitted to:

Indiana Department of Environmental Management
Permit Administration and Support Section, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

(b) A timely renewal application is one that is:

(1) Submitted at least nine (9) months prior to the date of the expiration of this permit; and

(2) If the date postmarked on the envelope or certified mail receipt, or affixed by the shipper on the private shipping receipt, is on or before the date it is due. If the document is submitted by any other means, it shall be considered timely if received by IDEM, OAQ on or before the date it is due.

(c) If the Permittee submits a timely and complete application for renewal of this permit, the source's failure to have a permit is not a violation of 326 IAC 2-7 until IDEM, OAQ takes final action on the renewal application, except that this protection shall cease to apply if, subsequent to the completeness determination, the Permittee fails to submit by the deadline specified, pursuant to 326 IAC 2-7-4(a)(2)(D), in writing by IDEM, OAQ any additional information identified as being needed to process the application.

B.18 Permit Amendment or Modification [326 IAC 2-7-11][326 IAC 2-7-12]

(a) Permit amendments and modifications are governed by the requirements of 326 IAC 2-7-11 or 326 IAC 2-7-12 whenever the Permittee seeks to amend or modify this permit.

(b) Any application requesting an amendment or modification of this permit shall be submitted to:

Indiana Department of Environmental Management
Permit Administration and Support Section, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

Any such application does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(c) The Permittee may implement administrative amendment changes addressed in the request for an administrative amendment immediately upon submittal of the request. [326 IAC 2-7-11(c)(3)]

B.19 Permit Revision Under Economic Incentives and Other Programs [326 IAC 2-7-5(8)][326 IAC 2-7-12(b)(2)]

(a) No Part 70 permit revision or notice shall be required under any approved economic incentives, marketable Part 70 permits, emissions trading, and other similar programs or processes for changes that are provided for in a Part 70 permit.

(b) Notwithstanding 326 IAC 2-7-12(b)(1) and 326 IAC 2-7-12(c)(1), minor Part 70 permit modification procedures may be used for Part 70 modifications involving the use of economic incentives, marketable Part 70 permits, emissions trading, and other similar approaches to the extent that such minor Part 70 permit modification procedures are explicitly provided for in the applicable State Implementation Plan (SIP) or in applicable requirements promulgated or approved by the U.S. EPA.

B.20 Operational Flexibility [326 IAC 2-7-20][326 IAC 2-7-10.5]

(a) The Permittee may make any change or changes at the source that are described in 326 IAC 2-7-20(b),(c), or (e) without a prior permit revision, if each of the following conditions is met:

(1) The changes are not modifications under any provision of Title I of the Clean Air Act;

(2) Any preconstruction approval required by 326 IAC 2-7-10.5 has been obtained;

(3) The changes do not result in emissions which exceed the limitations provided in this permit (whether expressed herein as a rate of emissions or in terms of total emissions);

(4) The Permittee notifies the:

Indiana Department of Environmental Management
Permit Administration and Support Section, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

and

United States Environmental Protection Agency, Region V
Air and Radiation Division, Regulation Development Branch - Indiana (AR-18J)
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

in advance of the change by written notification at least ten (10) days in advance of the proposed change. The Permittee shall attach every such notice to the Permittee's copy of this permit; and

(5) The Permittee maintains records on-site, on a rolling five (5) year basis, which document all such changes and emission trades that are subject to 326 IAC 2-7-20(b),(c), or (e). The Permittee shall make such records available, upon reasonable request, for public review.

Such records shall consist of all information required to be submitted to IDEM, OAQ in the notices specified in 326 IAC 2-7-20(b)(1), (c)(1), and (e)(2).

(b) The Permittee may make Section 502(b)(10) of the Clean Air Act changes (this term is defined at 326 IAC 2-7-1(36)) without a permit revision, subject to the constraint of 326 IAC 2-7-20(a). For each such Section 502(b)(10) of the Clean Air Act change, the required written notification shall include the following:

(1) A brief description of the change within the source;

(2) The date on which the change will occur;

(3) Any change in emissions; and

(4) Any permit term or condition that is no longer applicable as a result of the change.

The notification which shall be submitted is not considered an application form, report or compliance certification. Therefore, the notification by the Permittee does not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(c) Emission Trades [326 IAC 2-7-20(c)]
The Permittee may trade emissions increases and decreases at the source, where the applicable SIP provides for such emission trades without requiring a permit revision, subject to the constraints of Section (a) of this condition and those in 326 IAC 2-7-20(c).

(d) Alternative Operating Scenarios [326 IAC 2-7-20(d)]
The Permittee may make changes at the source within the range of alternative operating scenarios that are described in the terms and conditions of this permit in accordance with 326 IAC 2-7-5(9). No prior notification of IDEM, OAQ, or U.S. EPA is required.

(e) Backup fuel switches specifically addressed in, and limited under, Section D of this permit shall not be considered alternative operating scenarios. Therefore, the notification requirements of part (a) of this condition do not apply.

B.21 Source Modification Requirement [326 IAC 2-7-10.5]

A modification, construction, or reconstruction is governed by the requirements of 326 IAC 2.

B.22 Inspection and Entry [326 IAC 2-7-6][IC 13-14-2-2][IC 13-30-3-1][IC 13-17-3-2]

Upon presentation of proper identification cards, credentials, and other documents as may be required by law, and subject to the Permittee's right under all applicable laws and regulations to assert that the information collected by the agency is confidential and entitled to be treated as such, the Permittee shall allow IDEM, OAQ, U.S. EPA, or an authorized representative to perform the following:

(a) Enter upon the Permittee's premises where a Part 70 source is located, or emissions related activity is conducted, or where records must be kept under the conditions of this permit;

(b) As authorized by the Clean Air Act, IC 13-14-2-2, IC 13-17-3-2, and IC 13-30-3-1, have access to and copy any records that must be kept under the conditions of this permit;

(c) As authorized by the Clean Air Act, IC 13-14-2-2, IC 13-17-3-2, and IC 13-30-3-1, inspect any facilities, equipment (including monitoring and air pollution control equipment), practices, or operations regulated or required under this permit;

(d) As authorized by the Clean Air Act, IC 13-14-2-2, IC 13-17-3-2, and IC 13-30-3-1, sample or monitor substances or parameters for the purpose of assuring compliance with this permit or applicable requirements; and

(e) As authorized by the Clean Air Act, IC 13-14-2-2, IC 13-17-3-2, and IC 13-30-3-1, utilize any photographic, recording, testing, monitoring, or other equipment for the purpose of assuring compliance with this permit or applicable requirements.

B.23 Transfer of Ownership or Operational Control [326 IAC 2-7-11]

(a) The Permittee must comply with the requirements of 326 IAC 2-7-11 whenever the Permittee seeks to change the ownership or operational control of the source and no other change in the permit is necessary.

(b) Any application requesting a change in the ownership or operational control of the source shall contain a written agreement containing a specific date for transfer of permit responsibility, coverage and liability between the current and new Permittee. The application shall be submitted to:

Indiana Department of Environmental Management
Permit Administration and Support Section, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

Any such application does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(c) The Permittee may implement administrative amendment changes addressed in the request for an administrative amendment immediately upon submittal of the request. [326 IAC 2-7-11(c)(3)]

B.24 Annual Fee Payment [326 IAC 2-7-19] [326 IAC 2-7-5(7)][326 IAC 2-1.1-7]

(a) The Permittee shall pay annual fees to IDEM, OAQ within thirty (30) calendar days of receipt of a billing. Pursuant to 326 IAC 2-7-19(b), if the Permittee does not receive a bill from IDEM, OAQ the applicable fee is due April 1 of each year.

(b) Except as provided in 326 IAC 2-7-19(e), failure to pay may result in administrative enforcement action or revocation of this permit.

(c) The Permittee may call the following telephone numbers: 1-800-451-6027 or 317-233-4230 (ask for OAQ, Billing, Licensing, and Training Section), to determine the appropriate permit fee.

B.25 Credible Evidence [326 IAC 2-7-5(3)][326 IAC 2-7-6][62 FR 8314] [326 IAC 1-1-6]

For the purpose of submitting compliance certifications or establishing whether or not the Permittee has violated or is in violation of any condition of this permit, nothing in this permit shall preclude the use, including the exclusive use, of any credible evidence or information relevant to whether the Permittee would have been in compliance with the condition of this permit if the appropriate performance or compliance test or procedure had been performed.

SECTION C SOURCE OPERATION CONDITIONS

Entire Source

Emission Limitations and Standards [326 IAC 2-7-5(1)]

C.1 Particulate Emission Limitations For Processes with Process Weight Rates Less Than One Hundred (100) Pounds per Hour [326 IAC 6-3-2]

Pursuant to 326 IAC 6-3-2(e)(2), particulate emissions from any process not exempt under 326 IAC 6-3-1(b) or (c) which has a maximum process weight rate less than 100 pounds per hour and the methods in 326 IAC 6-3-2(b) through (d) do not apply shall not exceed 0.551 pounds per hour.

C.2 Opacity [326 IAC 5-1]

Pursuant to 326 IAC 5-1-2 (Opacity Limitations), except as provided in 326 IAC 5-1-1 (Applicability) and 326 IAC 5-1-3 (Temporary Alternative Opacity Limitations), opacity shall meet the following, unless otherwise stated in this permit:

(a) Opacity shall not exceed an average of forty percent (40%) in any one (1) six (6) minute averaging period as determined in 326 IAC 5-1-4.

(b) Opacity shall not exceed sixty percent (60%) for more than a cumulative total of fifteen (15) minutes (sixty (60) readings as measured according to 40 CFR 60, Appendix A, Method 9 or fifteen (15) one (1) minute nonoverlapping integrated averages for a continuous opacity monitor) in a six (6) hour period.

C.3 Open Burning [326 IAC 4-1] [IC 13-17-9]

The Permittee shall not open burn any material except as provided in 326 IAC 4-1-3, 326 IAC 4-1-4 or 326 IAC 4-1-6. The previous sentence notwithstanding, the Permittee may open burn in accordance with an open burning approval issued by the Commissioner under 326 IAC 4-1-4.1.

C.4 Incineration [326 IAC 4-2] [326 IAC 9-1-2]

The Permittee shall not operate an incinerator except as provided in 326 IAC 4-2 or in this permit. The Permittee shall not operate a refuse incinerator or refuse burning equipment except as provided in 326 IAC 9-1-2 or in this permit.

C.5 Fugitive Dust Emissions [326 IAC 6-4]

The Permittee shall not allow fugitive dust to escape beyond the property line or boundaries of the property, right-of-way, or easement on which the source is located, in a manner that would violate 326 IAC 6-4 (Fugitive Dust Emissions). 326 IAC 6-4-2(4) is not federally enforceable.

C.6 Asbestos Abatement Projects [326 IAC 14-10] [326 IAC 18] [40 CFR 61, Subpart M]

(a) Notification requirements apply to each owner or operator. If the combined amount of regulated asbestos containing material (RACM) to be stripped, removed or disturbed is at least 260 linear feet on pipes or 160 square feet on other facility components, or at least thirty-five (35) cubic feet on all facility components, then the notification requirements of 326 IAC 14-10-3 are mandatory. All demolition projects require notification whether or not asbestos is present.

(b) The Permittee shall ensure that a written notification is sent on a form provided by the Commissioner at least ten (10) working days before asbestos stripping or removal work or before demolition begins, per 326 IAC 14-10-3, and shall update such notice as necessary, including, but not limited to the following:

(1) When the amount of affected asbestos containing material increases or decreases by at least twenty percent (20%); or

(2) If there is a change in the following:

(A) Asbestos removal or demolition start date;

(B) Removal or demolition contractor; or

(C) Waste disposal site.

(c) The Permittee shall ensure that the notice is postmarked or delivered according to the guidelines set forth in 326 IAC 14-10-3(2).

(d) The notice to be submitted shall include the information enumerated in 326 IAC 14-10-3(3).

All required notifications shall be submitted to:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

The notice shall include a signed certification from the owner or operator that the information provided in this notification is correct and that only Indiana licensed workers and project supervisors will be used to implement the asbestos removal project. The notifications do not require a certification by the "responsible official" as defined by 326 IAC 2-7-1(34).

(e) Procedures for Asbestos Emission Control
The Permittee shall comply with the applicable emission control procedures in 326 IAC 14-10-4 and 40 CFR 61.145(c). Per 326 IAC 14-10-1, emission control requirements are applicable for any removal or disturbance of RACM greater than three (3) linear feet on pipes or three (3) square feet on any other facility components or a total of at least 0.75 cubic feet on all facility components.

(f) Demolition and Renovation
The Permittee shall thoroughly inspect the affected facility or part of the facility where the demolition or renovation will occur for the presence of asbestos pursuant to 40 CFR 61.145(a).

(g) Indiana Licensed Asbestos Inspector
The Permittee shall comply with 326 IAC 14-10-1(a) that requires the owner or operator, prior to a renovation/demolition, to use an Indiana Licensed Asbestos Inspector to thoroughly inspect the affected portion of the facility for the presence of asbestos. The requirement to use an Indiana Licensed Asbestos inspector is not federally enforceable.

Testing Requirements [326 IAC 2-7-6(1)]

C.7 Performance Testing [326 IAC 3-6]

(a) For performance testing required by this permit, a test protocol, except as provided elsewhere in this permit, shall be submitted to:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

no later than thirty-five (35) days prior to the intended test date. The protocol submitted by the Permittee does not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(b) The Permittee shall notify IDEM, OAQ of the actual test date at least fourteen (14) days prior to the actual test date. The notification submitted by the Permittee does not require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

(c) Pursuant to 326 IAC 3-6-4(b), all test reports must be received by IDEM, OAQ not later than forty-five (45) days after the completion of the testing. An extension may be granted by IDEM, OAQ if the Permittee submits to IDEM, OAQ a reasonable written explanation not later than five (5) days prior to the end of the initial forty-five (45) day period.

Compliance Requirements [326 IAC 2-1.1-11]

C.8 Compliance Requirements [326 IAC 2-1.1-11]

The commissioner may require stack testing, monitoring, or reporting at any time to assure compliance with all applicable requirements by issuing an order under 326 IAC 2-1.1-11. Any monitoring or testing shall be performed in accordance with 326 IAC 3 or other methods approved by the commissioner or the U. S. EPA.

Compliance Monitoring Requirements [326 IAC 2-7-5(1)][326 IAC 2-7-6(1)]

C.9 Compliance Monitoring [326 IAC 2-7-5(3)][326 IAC 2-7-6(1)]

Unless otherwise specified in this permit, for all monitoring requirements not already legally required, the Permittee shall be allowed up to ninety (90) days from the date of permit issuance or of initial start-up, whichever is later, to begin such monitoring. If due to circumstances beyond the Permittee's control, any monitoring equipment required by this permit cannot be installed and operated no later than ninety (90) days after permit issuance or the date of initial startup, whichever is later, the Permittee may extend the compliance schedule related to the equipment for an additional ninety (90) days provided the Permittee notifies:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

in writing, prior to the end of the initial ninety (90) day compliance schedule, with full justification of the reasons for the inability to meet this date.

The notification which shall be submitted by the Permittee does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

Unless otherwise specified in the approval for the new emission unit(s), compliance monitoring for new emission units or emission units added through a source modification shall be implemented when operation begins.

C.10 Reserved

C.11 Instrument Specifications [326 IAC 2-1.1-11] [326 IAC 2-7-5(3)] [326 IAC 2-7-6(1)]

(a) When required by any condition of this permit, an analog instrument used to measure a parameter related to the operation of an air pollution control device shall have a scale such that the expected maximum reading for the normal range shall be no less than twenty percent (20%) of full scale.

(b) The Permittee may request that the IDEM, OAQ approve the use of an instrument that does not meet the above specifications provided the Permittee can demonstrate that an alternative instrument specification will adequately ensure compliance with permit conditions requiring the measurement of the parameters.

Corrective Actions and Response Steps [326 IAC 2-7-5][326 IAC 2-7-6]

C.12 Emergency Reduction Plans [326 IAC 1-5-2] [326 IAC 1-5-3]

Pursuant to 326 IAC 1-5-2 (Emergency Reduction Plans; Submission):

(a) The Permittee shall maintain the most recently submitted written emergency reduction plans (ERPs) consistent with safe operating procedures.

(b) Upon direct notification by IDEM, OAQ that a specific air pollution episode level is in effect, the Permittee shall immediately put into effect the actions stipulated in the approved ERP for the appropriate episode level. [326 IAC 1-5-3]

C.13 Risk Management Plan [326 IAC 2-7-5(12)] [40 CFR 68]

If a regulated substance, as defined in 40 CFR 68, is present at a source in more than a threshold quantity, the Permittee must comply with the applicable requirements of 40 CFR 68.

C.14 Response to Excursions or Exceedances [326 IAC 2-7-5] [326 IAC 2-7-6]

Upon detecting an excursion where a response step is required by the D Section or an exceedance of a limitation in this permit:

(a) The Permittee shall take reasonable response steps to restore operation of the emissions unit (including any control device and associated capture system) to its normal or usual manner of operation as expeditiously as practicable in accordance with good air pollution control practices for minimizing excess emissions.

(b) The response shall include minimizing the period of any startup, shutdown or malfunction. The response may include, but is not limited to, the following:

(1) initial inspection and evaluation;

(2) recording that operations returned or are returning to normal without operator action (such as through response by a computerized distribution control system); or

(3) any necessary follow-up actions to return operation to normal or usual manner of operation.

(c) A determination of whether the Permittee has used acceptable procedures in response to an excursion or exceedance will be based on information available, which may include, but is not limited to, the following:

(1) monitoring results;

(2) review of operation and maintenance procedures and records; and/or

(3) inspection of the control device, associated capture system, and the process.

(d) Failure to take reasonable response steps shall be considered a deviation from the permit.

(e) The Permittee shall record the reasonable response steps taken.

C.15 Actions Related to Noncompliance Demonstrated by a Stack Test [326 IAC 2-7-5][326 IAC 2-7-6]

(a) When the results of a stack test performed in conformance with Section C - Performance Testing, of this permit exceed the level specified in any condition of this permit, the Permittee shall submit a description of its response actions to IDEM, OAQ, no later than seventy-five (75) days after the date of the test.

(b) A retest to demonstrate compliance shall be performed no later than one hundred eighty (180) days after the date of the test. Should the Permittee demonstrate to IDEM, OAQ that retesting in one hundred eighty (180) days is not practicable, IDEM, OAQ may extend the retesting deadline

(c) IDEM, OAQ reserves the authority to take any actions allowed under law in response to noncompliant stack tests.

The response action documents submitted pursuant to this condition do require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

Record Keeping and Reporting Requirements [326 IAC 2-7-5(3)] [326 IAC 2-7-19]

C.16 Emission Statement [326 IAC 2-7-5(3)(C)(iii)][326 IAC 2-7-5(7)][326 IAC 2-7-19(c)][326 IAC 2-6]

Pursuant to 326 IAC 2-6-3(b)(2), starting in 2005 and every three (3) years thereafter, the Permittee shall submit by July 1 an emission statement covering the previous calendar year. The emission statement shall contain, at a minimum, the information specified in 326 IAC 2-6-4(c) and shall meet the following requirements:

(1) Indicate estimated actual emissions of all pollutants listed in 326 IAC 2-6-4(a);

(2) Indicate estimated actual emissions of regulated pollutants as defined by 326 IAC 2-7-1(32) (“Regulated pollutant, which is used only for purposes of Section 19 of this rule”) from the source, for purpose of fee assessment.

The statement must be submitted to:

Indiana Department of Environmental Management
Technical Support and Modeling Section, Office of Air Quality
100 North Senate Avenue
MC 61-50 IGCN 1003
Indianapolis, Indiana 46204-2251

The emission statement does require a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34).

C.17 General Record Keeping Requirements [326 IAC 2-7-5(3)] [326 IAC 2-7-6]

(a) Records of all required monitoring data, reports and support information required by this permit shall be retained for a period of at least five (5) years from the date of monitoring sample, measurement, report, or application. These records shall be physically present or electronically accessible at the source location for a minimum of three (3) years. The records may be stored elsewhere for the remaining two (2) years as long as they are available upon request. If the Commissioner makes a request for records to the Permittee, the Permittee shall furnish the records to the Commissioner within a reasonable time.

(b) Unless otherwise specified in this permit, for all record keeping requirements not already legally required, the Permittee shall be allowed up to ninety (90) days from the date of permit issuance or the date of initial start-up, whichever is later, to begin such record keeping.

C.18 General Reporting Requirements [326 IAC 2-7-5(3)(C)] [326 IAC 2-1.1-11]

(a) The Permittee shall submit the attached Quarterly Deviation and Compliance Monitoring Report or its equivalent. Any deviation from permit requirements, the date(s) of each deviation, the cause of the deviation, and the response steps taken must be reported except that a deviation required to be reported pursuant to an applicable requirement that exists independent of this permit, shall be reported according to the schedule stated in the applicable requirement and does not need to be included in this report. This report shall be submitted not later than thirty (30) days after the end of the reporting period. The Quarterly Deviation and Compliance Monitoring Report shall include a certification that meets the requirements of 326 IAC 2-7-6(1) by a "responsible official" as defined by 326 IAC 2-7-1(34). A deviation is an exceedance of a permit limitation or a failure to comply with a requirement of the permit.

(b) The address for report submittal is:

Indiana Department of Environmental Management
Compliance and Enforcement Branch, Office of Air Quality
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251

(c) Unless otherwise specified in this permit, any notice, report, or other submission required by this permit shall be considered timely if the date postmarked on the envelope or certified mail receipt, or affixed by the shipper on the private shipping receipt, is on or before the date it is due. If the document is submitted by any other means, it shall be considered timely if received by IDEM, OAQ on or before the date it is due.

(d) Reporting periods are based on calendar years, unless otherwise specified in this permit. For the purpose of this permit “calendar year” means the twelve (12) month period from January 1 to December 31 inclusive.

Stratospheric Ozone Protection

C.19 Compliance with 40 CFR 82 and 326 IAC 22-1

Pursuant to 40 CFR 82 (Protection of Stratospheric Ozone), Subpart F, except as provided for motor vehicle air conditioners in Subpart B, the Permittee shall comply with applicable standards for recycling and emissions reduction.

SECTION D.1 FACILITY OPERATION CONDITIONS

Facility Description [326 IAC 2-7-5(15)]
Specifically regulated insignificant activity:

(f) The following degreasing operations that do not individually exceed 145 gallons per 12 months, except if subject to 326 IAC 20-6 [326 IAC 8-3].

(1) One (1) System One cold cleaner degreaser and one (1) Mirachem cold cleaner degreaser each located in the Airfield Maintenance Building at 2500 South High School Road.

(2) One cold cleaner degreaser at IMC Facility Maintenance; one (1) cold cleaner degreaser at IMC tool repair cage.

(g) Natural gas-fired combustion sources with heat input equal to or less than ten million (10,000,000) British thermal units per hour, including the following:

(1) One (1) Kewanee boiler, identified as hot water heater, identified as emission unit # 4, permitted in 2007,with maximum heat input capacity of 8.998 million Btu per hour, located in the Airfield Maintenance building at 2500 South High School Road. [326 IAC 6.5-1]

(2) One (1) Weil McClain boiler, identified as hot water heater, identified as emission unit # 5, permitted in 2007, with maximum heat input capacity of 2.247 million Btu per hour, located in the International Arrivals building at 2500 South High School Road. [326 IAC 6.5-1]

(3) Two (2) natural gas fired boilers in the Airport Operations Center-Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 019 and 020. Each boiler is rated at 1.0 million Btu per hour. Emission unit 019 and emission unit 020 were each permitted in 2008. [326 IAC 6.5-1]

(4) Two (2) natural gas fired boilers, both LAARS Neotherm Model NTH0500, hot water, 0.5 million Btu/hr, constructed in 2009, located at the Midfield Program Office (MPO) at 2349 Aviation Drive. [326 IAC 6.5-1]

(The information describing the process contained in this facility description box is descriptive information and does not constitute enforceable conditions.)

Emission Limitations and Standards [326 IAC 2-7-5(1)]

D.1.1 Volatile Organic Compounds (VOC) [326 IAC 8-3-2]

Pursuant to 326 IAC 8-3-2 (Cold Cleaner Operations), for cold cleaning operations constructed after January 1, 1980, the owner or operator shall:

(a) Equip the cleaner with a cover;

(b) Equip the cleaner with a facility for draining cleaned parts;

(c) Close the degreaser cover whenever parts are not being handled in the cleaner;

(d) Drain cleaned parts for at least fifteen (15) seconds or until dripping ceases;

(e) Provide a permanent, conspicuous label summarizing the operation requirements; and

(f) Store waste solvent only in covered containers and not dispose of waste solvent or transfer it to another party, in such a manner that greater than twenty percent (20%) of the waste solvent (by weight) can evaporate into the atmosphere.

D.1.2 Volatile Organic Compounds (VOC) [326 IAC 8-3-5]

(a) Pursuant to 326 IAC 8-3-5(a) (Cold Cleaner Degreaser Operation and Control), the owner or operator of a cold cleaner degreaser facility, construction of which commenced after July 1, 1990, shall ensure that the following control equipment requirements are met:

(1) Equip the degreaser with a cover. The cover must be designed so that it can be easily operated with one (1) hand if:

(A) The solvent volatility is greater than two (2) kiloPascals (fifteen (15) millimeters of mercury or three-tenths (0.3) pounds per square inch) measured at thirty-eight degrees Celsius ($38^{O}C$) (one hundred degrees Fahrenheit ($100^{O}F$));

(B) The solvent is agitated; or

(C) The solvent is heated.

(2) Equip the degreaser with a facility for draining cleaned articles. If the solvent volatility is greater than four and three-tenths (4.3) kiloPascals (thirty-two (32) millimeters of mercury) or six-tenths (0.6) pounds per square inch) measured at thirty-eight degrees Celsius ($38^{O}C$) (one hundred degrees Fahrenheit ($100^{O}F$)), then the drainage facility must be internal such that articles are enclosed under the cover while draining. The drainage facility may be external for applications where an internal type cannot fit into the cleaning system.

(3) Provide a permanent, conspicuous label which lists the operating requirements outlined in subsection (b).

(4) The solvent spray, if used, must be a solid, fluid stream and shall be applied at a pressure which does not cause excessive splashing.

(5) Equip the degreaser with one (1) of the following control devices if the solvent volatility is greater than four and three-tenths (4.3) kiloPascals (thirty-two (32) millimeters of mercury) or six-tenths (0.6) pounds per square inch) measured at thirty-eight degrees Celsius ($38^{O}C$) (one hundred degrees Fahrenheit ($100^{O}F$)), or if the solvent is heated to a temperature greater than forty-eight and nine-tenths degrees Celsius ($48.9^{O}C$) (one hundred twenty degrees Fahrenheit ($120^{O}F$)):

(A) A freeboard that attains a freeboard ratio of seventy-five hundredths (0.75) or greater.

(B) A water cover when solvent is used is insoluble in, and heavier than, water.

(C) Other systems of demonstrated equivalent control such as a refrigerated chiller of carbon adsorption. Such systems shall be submitted to the U.S. EPA as a SIP revision.

(b) Pursuant to 326 IAC 8-3-5(b) (Cold Cleaner Degreaser Operation and Control), the Permittee shall ensure that the following operating requirements are met:

(1) Close the cover whenever articles are not being handled in the degreaser.

(2) Drain cleaned articles for at least fifteen (15) seconds or until dripping ceases.

(3) Store waste solvent only in covered containers and prohibit the disposal or transfer of waste solvent in any manner in which greater than twenty percent (20%) of the waste solvent by weight could evaporate.

D.1.3 Particulate Emission Limitations [326 IAC 6.5-1]

Pursuant to 326 IAC 6.5-1-2(b)(3), particulate emissions from emission unit #4, emission unit #5, emission unit 019 and emission unit 020 shall each be limited to 0.01 grain per dry standard cubic foot (dscf).

SECTION E.1 FACILITY OPERATION CONDITIONS

Facility Description [326 IAC 2-7-5(15):

(a) Two (2) reciprocating internal combustion engines in the New Indianapolis Airport Terminal located at 7800 Airport Terminal Drive identified as emission unit 013 and emission unit 014. Each engine is diesel fuel fired and rated at 2200 horsepower. Each engine is a 4-stroke lean burn compression engine. Emission unit 013 exhausts to stack/vent V1 and emission unit 014 exhausts to stack/vent V2. Each engine is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 013 and emission unit 014 are each considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

Insignificant Activities

(a) One (1) reciprocating internal combustion engine in Fire Station # 1 located at 8300 North Service Road identified as emission unit 015. Emission unit 015 is diesel fuel fired and rated at 840 horsepower. Emission unit 015 is a 4-stroke lean burn compression engine. Emission unit 015 exhausts to stack/vent V3. Emission unit 015 is permitted in 2008 and has a manufacturing date of 2007. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 015 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(b) One (1) reciprocating internal combustion engine in the New Indianapolis Airport Parking Garage located at 7801 Airport Terminal Drive identified as emission unit 016. Emission unit 016 is diesel fuel fired and rated at 1495 horsepower. Emission unit 016 is a 4-stroke lean burn compression engine. Emission unit 016 exhausts to stack/vent V4A and V4B. Emission unit 016 is permitted in 2008 and has a manufacturing date of 2006. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 016 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(c) One (1) reciprocating internal combustion engine in the Airport Operations Center - Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 018. Emission unit 018 is diesel fuel fired and rated at 1528 horsepower. Emission unit 018 is a 4-stroke lean burn compression engine. Emission unit 018 exhausts to stack/vent V6. Emission unit 018 is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 018 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(d) One (1) reciprocating internal combustion engine in Parking Access Revenue Control (PARC) located at 8081 Airport Terminal Drive identified as emission unit 021. Emission unit 021 is diesel fuel fired and rated at 133 horsepower. Emission unit 021 is a 4-stroke lean burn compression engine. Emission unit 021 exhausts to stack/vent V7. Emission unit 021 is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 021 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

Facility Description [326 IAC 2-7-5(15):

(e) One (1) Caterpillar Standby 500 emergency generator identified as Caterpillar Standby 500, rated at 831 horsepower, located in the Midfield Electrical Vault, permitted in 2007. This emergency generator is a replacement of an existing 750 horsepower generator. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit Caterpillar Standby 500 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(The information describing the process contained in this facility description box is descriptive information and does not constitute enforceable conditions.)

New Source Performance Standards [40 CFR 60, Subpart A, Subpart IIII] [326 IAC12]

E.1.1 General Provisions Relating to New Source Performance Standards [40 CFR 60, Subpart A] [326 IAC 12-1]

The provisions of 40 CFR 60, Subpart A - General Provisions, which are incorporated by reference in 326 IAC 12-1, apply to emission units 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 except when otherwise specified in 40 CFR 60, Subpart IIII.

E.1.2 General Provisions Relating to New Source Performance Standards [40 CFR 60, Subpart IIII] [326 IAC 12-1]

Pursuant to 40 CFR 60 Subpart IIII, the Permittee shall comply with the provisions of 40 CFR 60 Subpart IIII, which are incorporated as 326 IAC 12-1 for emission units 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500, as specified as follows:

(1) 40 CFR 60.4200(a)(2), (a)(3) & (b)
(2) 40 CFR 60.4205(a), (b) & (c)
(3) 40 CFR 60.4206
(4) 40 CFR 60.4207(a), (b) & (c)
(5) 40 CFR 60.4208
(6) 40 CFR 60.4209(a)
(7) 40 CFR 60.4211(a), (b), (c) & (e)
(8) 40 CFR 60.4212
(9) 40 CFR 60.4214(b)
(10) 40 CFR 60.4218
(11) 40 CFR 60.4219
(12) Tables 1, 5, and 8

National Emission Standards for Hazardous Air Pollutants (NESHAP) Requirements [326 IAC 2-7-5(1)]

E.1.3 General Provisions Relating to National Emission Standards for Hazardous Air Pollutants (NESHAP) [326 IAC 20-82] [40 CFR 63, Subpart A]

The provisions of 40 CFR 63, Subpart A - General Provisions, which are incorporated by reference in 326 IAC 20-82, apply to emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 except when otherwise specified in 40 CFR 63, Subpart ZZZZ.

E.1.4 Reciprocating Internal Combustion Engines (RICE) NESHAP [326 IAC 20-82] [40 CFR 63, Subpart ZZZZ]

Pursuant to 40 CFR 63 Subpart ZZZZ, the Permittee shall comply with the provisions of 40 CFR 63 Subpart ZZZZ, which are incorporated as 326 IAC 20-82 for emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500, as specified as follows:

(1) 40 CFR 63.6580
(2) 40 CFR 63.6585
(3) 40 CFR 63.6590
(4) 40 CFR 63.6645
(5) 40 CFR 63.6675

SECTION E.2 FACILITY OPERATION CONDITIONS

Facility Description [326 IAC 2-7-5(15):

(b) Three (3) Jet Fuel Storage tanks installed in 1978 and subject to 40 CFR 60, Subpart K.

(1) One 840,000 gallon tank, equipped with a floating roof, identified as Stand A.

(2) Two 50,000 gallon storage tanks, UST, identified as Stand B-East and Stand B-West.

(The information describing the process contained in this facility description box is descriptive information and does not constitute enforceable conditions.)

New Source Performance Standards (NSPS) Requirements [326 IAC 2-6.1-5]

E.2.1 General Provisions Relating to NSPS [326 IAC 12-1] [40 CFR Part 60, Subpart A]

The provisions of 40 CFR Part 60, Subpart A General Provisions, which are incorporated by reference in 326 IAC 12-1, apply to the storage tanks identified as Stand A, Stand B-East and Stand B-West, described in this section except when otherwise specified in 40 CFR Part 60, Subpart K.

E.2.2 Standards of Performance for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction, or Modification Commenced After June 11, 1973, and Prior to May 19, 1978 [40 CFR 60.110 Subpart K] [326 IAC 12-1]

Pursuant 40 CFR 60 Subpart K (Standards of Performance for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction, or Modification Commenced After June 11, 1973, and Prior to May 19, 1978) the Permittee shall comply with the provisions of 40 CFR 60 Subpart K, which are incorporated as 326 IAC 12-1 for Stand A, Stand B-East and Stand B-West, as specified as follows:

(1) 40 CFR 60.110(a)
(2) 40 CFR 60.110(c)(1)
(3) 40 CFR 60.110(c)(2)
(4) 40 CFR 60.111
(5) 40 CFR 60.113(d)(1)

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF AIR QUALITY

PART 70 OPERATING PERMIT
CERTIFICATION

Source Name: Indianapolis Airport Authority
Source Address: 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
Part 70 Permit No.: T097-25348-00156

This certification shall be included when submitting monitoring, testing reports/results or other documents as required by this permit.

Please check what document is being certified:

□ Annual Compliance Certification Letter

□ Test Result (specify)

□ Report (specify)

□ Notification (specify)

□ Affidavit (specify)

□ Other (specify)

I certify that, based on information and belief formed after reasonable inquiry, the statements and information in the document are true, accurate, and complete.

Signature:
Printed Name:
Title/Position:
Phone:
Date:

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF AIR QUALITY

COMPLIANCE AND ENFORCEMENT BRANCH
100 North Senate Avenue
MC 61-53 IGCN 1003
Indianapolis, Indiana 46204-2251
Phone: 317-233-0178
Fax: 317-233-6865

PART 70 OPERATING PERMIT
EMERGENCY OCCURRENCE REPORT

Source Name: Indianapolis Airport Authority
Source Address: 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
Part 70 Permit No.: T097-25348-00156

This form consists of 2 pages **Page 1 of 2**

□ This is an emergency as defined in 326 IAC 2-7-1(12)

- The Permittee must notify the Office of Air Quality (OAQ), within four (**4**) daytime business hours (1-800-451-6027 or 317-233-0178, ask for Compliance Section); and
- The Permittee must submit notice in writing or by facsimile within two (**2**) working days (Facsimile Number: 317-233-6865), and follow the other requirements of 326 IAC 2-7-16.

If any of the following are not applicable, mark N/A

Facility/Equipment/Operation:
Control Equipment:
Permit Condition or Operation Limitation in Permit:
Description of the Emergency:
Describe the cause of the Emergency:

If any of the following are not applicable, mark N/A **Page 2 of 2**

Date/Time Emergency started:
Date/Time Emergency was corrected:
Was the facility being properly operated at the time of the emergency? Y N
Type of Pollutants Emitted: TSP, PM10, SO_2, VOC, NO_X, CO, Pb, other:
Estimated amount of pollutant(s) emitted during emergency:
Describe the steps taken to mitigate the problem:
Describe the corrective actions/response steps taken:
Describe the measures taken to minimize emissions:
If applicable, describe the reasons why continued operation of the facilities are necessary to prevent imminent injury to persons, severe damage to equipment, substantial loss of capital investment, or loss of product or raw materials of substantial economic value:

Form Completed by: _____

Title / Position: _____

Date: _____

Phone: _____

A certification is not required for this report.

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF AIR QUALITY
COMPLIANCE AND ENFORCEMENT BRANCH
PART 70 OPERATING PERMIT
QUARTERLY DEVIATION AND COMPLIANCE MONITORING REPORT

Source Name: Indianapolis Airport Authority
Source Address: 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
Part 70 Permit No.: T097-25348-00156

Months: _____ to _____ Year: _____

This report shall be submitted quarterly based on a calendar year. Any deviation from the requirements of this permit, the date(s) of each deviation, the probable cause of the deviation, and the response steps taken must be reported. A deviation required to be reported pursuant to an applicable requirement that exists independent of the permit, shall be reported according to the schedule stated in the applicable requirement and does not need to be included in this report. Additional pages may be attached if necessary. If no deviations occurred, please specify in the box marked "No deviations occurred this reporting period".

□ NO DEVIATIONS OCCURRED THIS REPORTING PERIOD.

□ THE FOLLOWING DEVIATIONS OCCURRED THIS REPORTING PERIOD

Permit Requirement (specify permit condition #)	
Date of Deviation:	**Duration of Deviation:**
Number of Deviations:	
Probable Cause of Deviation:	
Response Steps Taken:	

Permit Requirement (specify permit condition #)	
Date of Deviation:	**Duration of Deviation:**
Number of Deviations:	
Probable Cause of Deviation:	
Response Steps Taken:	

Page 2 of 2

Permit Requirement (specify permit condition #)	
Date of Deviation:	**Duration of Deviation:**
Number of Deviations:	
Probable Cause of Deviation:	
Response Steps Taken:	
Permit Requirement (specify permit condition #)	
Date of Deviation:	**Duration of Deviation:**
Number of Deviations:	
Probable Cause of Deviation:	
Response Steps Taken:	
Permit Requirement (specify permit condition #)	
Date of Deviation:	**Duration of Deviation:**
Number of Deviations:	
Probable Cause of Deviation:	
Response Steps Taken:	

Form Completed by:_____

Title / Position: _____

Date:_____

Phone: _____

Attach a signed certification that meets the requirements of 326 IAC 2-7-6(1) to complete this report.

Attachment A – National Emission Standards for Hazardous Air Pollutants (NESHAP) for Performance for Stationary Reciprocating Internal Combustion Engines (40 CFR 63, Subpart ZZZZ) [326 IAC 20-82]

Source Description and Location

Source Name:	Indianapolis Airport Authority
Source Location:	2825 West Perimeter Road & 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
County:	Marion
SIC Code:	4581
Permit Renewal No.:	T097-25348-00156
Permit Reviewer:	Heath Hartley

NESHAP [40 CFR Part 63, Subpart ZZZZ]

Subpart ZZZZ—Standards of Performance for Industrial-Commercial-Institutional Steam Generating Units

(1) 40 CFR 63.6645
(2) 40 CFR 63.6675

Notifications, Reports, and Records

§ 63.6645 What notifications must I submit and when?

(a) If you own or operate a stationary RICE with a site rating of more than 500 brake HP located at a major source of HAP emissions or a new or reconstructed 4SLB stationary RICE with a site rating of greater than or equal to 250 HP located at a major source of HAP emissions, you must submit all of the notifications in §§63.7(b) and (c), 63.8(e), (f)(4) and (f)(6), 63.9(b) through (e), and (g) and (h) that apply to you by the dates specified.

(b) As specified in §63.9(b)(2), if you start up your stationary RICE with a site rating of more than 500 brake HP located at a major source of HAP emissions before the effective date of this subpart, you must submit an Initial Notification not later than December 13, 2004.

(c) If you start up your new or reconstructed stationary RICE with a site rating of more than 500 brake HP located at a major source of HAP emissions on or after August 16, 2004, you must submit an Initial Notification not later than 120 days after you become subject to this subpart.

(d) As specified in §63.9(b)(2), if you start up your stationary RICE with a site rating of equal to or less than 500 brake HP located at a major source of HAP emissions before the effective date of this subpart and you are required to submit an initial notification, you must submit an Initial Notification not later than July 16, 2008.

(e) If you start up your new or reconstructed stationary RICE with a site rating of equal to or less than 500 brake HP located at a major source of HAP emissions on or after March 18, 2008 and you are required to submit an initial notification, you must submit an Initial Notification not later than 120 days after you become subject to this subpart.

(f) If you are required to submit an Initial Notification but are otherwise not affected by the requirements of this subpart, in accordance with §63.6590(b), your notification should include the information in §63.9(b)(2)(i) through (v), and a statement that your stationary RICE has no additional requirements and explain the basis of the exclusion (for example, that it operates exclusively as an emergency stationary RICE if it has a site rating of more than 500 brake HP located at a major source of HAP emissions).

(g) If you are required to conduct a performance test, you must submit a Notification of Intent to conduct a performance test at least 60 days before the performance test is scheduled to begin as required in §63.7(b)(1).

(h) If you are required to conduct a performance test or other initial compliance demonstration as specified in Tables 4 and 5 to this subpart, you must submit a Notification of Compliance Status according to §63.9(h)(2)(ii).

(1) For each initial compliance demonstration required in Table 5 to this subpart that does not include a performance test, you must submit the Notification of Compliance Status before the close of business on the 30th day following the completion of the initial compliance demonstration.

(2) For each initial compliance demonstration required in Table 5 to this subpart that includes a performance test conducted according to the requirements in Table 3 to this subpart, you must submit the Notification of Compliance Status, including the performance test results, before the close of business on the 60th day following the completion of the performance test according to §63.10(d)(2).

[73 FR 3606, Jan. 18, 2008]

§ 63.6675 What definitions apply to this subpart?

Terms used in this subpart are defined in the Clean Air Act (CAA); in 40 CFR 63.2, the General Provisions of this part; and in this section as follows:

Area source means any stationary source of HAP that is not a major source as defined in part 63.

Associated equipment as used in this subpart and as referred to in section 112(n)(4) of the CAA, means equipment associated with an oil or natural gas exploration or production well, and includes all equipment from the well bore to the point of custody transfer, except glycol dehydration units, storage vessels with potential for flash emissions, combustion turbines, and stationary RICE.

CAA means the Clean Air Act (42 U.S.C. 7401 *et seq.,* as amended by Public Law 101–549, 104 Stat. 2399).

Compression ignition means relating to a type of stationary internal combustion engine that is not a spark ignition engine.

Custody transfer means the transfer of hydrocarbon liquids or natural gas: After processing and/or treatment in the producing operations, or from storage vessels or automatic transfer facilities or other such equipment, including product loading racks, to pipelines or any other forms of transportation. For the purposes of this subpart, the point at which such liquids or natural gas enters a natural gas processing plant is a point of custody transfer.

Deviation means any instance in which an affected source subject to this subpart, or an owner or operator of such a source:

(1) Fails to meet any requirement or obligation established by this subpart, including but not limited to any emission limitation or operating limitation;

(2) Fails to meet any term or condition that is adopted to implement an applicable requirement in this subpart and that is included in the operating permit for any affected source required to obtain such a permit; or

(3) Fails to meet any emission limitation or operating limitation in this subpart during malfunction, regardless or whether or not such failure is permitted by this subpart.

(4) Fails to satisfy the general duty to minimize emissions established by §63.6(e)(1)(i).

Diesel engine means any stationary RICE in which a high boiling point liquid fuel injected into the combustion chamber ignites when the air charge has been compressed to a temperature sufficiently high for auto-ignition. This process is also known as compression ignition.

Diesel fuel means any liquid obtained from the distillation of petroleum with a boiling point of approximately 150 to 360 degrees Celsius. One commonly used form is fuel oil number 2.

Digester gas means any gaseous by-product of wastewater treatment typically formed through the anaerobic decomposition of organic waste materials and composed principally of methane and CO_2.

Dual-fuel engine means any stationary RICE in which a liquid fuel (typically diesel fuel) is used for compression ignition and gaseous fuel (typically natural gas) is used as the primary fuel.

Emergency stationary RICE means any stationary RICE whose operation is limited to emergency situations and required testing and maintenance. 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. Stationary RICE used for peak shaving are not considered emergency stationary RICE. Stationary ICE used to supply power to an electric grid or that supply power as part of a financial arrangement with another entity are not considered to be emergency engines. Emergency stationary RICE with a site-rating of more than 500 brake HP located at a major source of HAP emissions that were installed prior to June 12, 2006, may be operated for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by the manufacturer, the vendor, or the insurance company associated with the engine. Required testing of such units should be minimized, but there is no time limit on the use of emergency stationary RICE in emergency situations and for routine testing and maintenance. Emergency stationary RICE with a site-rating of more than 500 brake HP located at a major source of HAP emissions that were installed prior to June 12, 2006, may also operate an additional 50 hours per year in non-emergency situations. Emergency stationary RICE with a site-rating of more than 500 brake HP located at a major source of HAP emissions that were installed on or after June 12, 2006, must comply with requirements specified in 40 CFR 60.4243(d).

Four-stroke engine means any type of engine which completes the power cycle in two crankshaft revolutions, with intake and compression strokes in the first revolution and power and exhaust strokes in the second revolution.

Gaseous fuel means a material used for combustion which is in the gaseous state at standard atmospheric temperature and pressure conditions.

Gasoline means any fuel sold in any State for use in motor vehicles and motor vehicle engines, or nonroad or stationary engines, and commonly or commercially known or sold as gasoline.

Glycol dehydration unit means a device in which a liquid glycol (including, but not limited to, ethylene glycol, diethylene glycol, or triethylene glycol) absorbent directly contacts a natural gas stream and absorbs water in a contact tower or absorption column (absorber). The glycol contacts and absorbs water vapor and other gas stream constituents from the natural gas and becomes “rich” glycol. This glycol is then regenerated in the glycol dehydration unit reboiler. The “lean” glycol is then recycled.

Hazardous air pollutants (HAP) means any air pollutants listed in or pursuant to section 112(b) of the CAA.

ISO standard day conditions means 288 degrees Kelvin (15 degrees Celsius), 60 percent relative humidity and 101.3 kilopascals pressure.

Landfill gas means a gaseous by-product of the land application of municipal refuse typically formed through the anaerobic decomposition of waste materials and composed principally of methane and CO_2.

Lean burn engine means any two-stroke or four-stroke spark ignited engine that does not meet the definition of a rich burn engine.

Limited use stationary RICE means any stationary RICE that operates less than 100 hours per year.

Liquefied petroleum gas means any liquefied hydrocarbon gas obtained as a by-product in petroleum refining of natural gas production.

Liquid fuel means any fuel in liquid form at standard temperature and pressure, including but not limited to diesel, residual/crude oil, kerosene/naphtha (jet fuel), and gasoline.

Major Source, as used in this subpart, shall have the same meaning as in §63.2, except that:

(1) Emissions from any oil or gas exploration or production well (with its associated equipment (as defined in this section)) and emissions from any pipeline compressor station or pump station shall not be aggregated with emissions from other similar units, to determine whether such emission points or stations are major sources, even when emission points are in a contiguous area or under common control;

(2) For oil and gas production facilities, emissions from processes, operations, or equipment that are not part of the same oil and gas production facility, as defined in §63.1271 of subpart HHH of this part, shall not be aggregated;

(3) For production field facilities, only HAP emissions from glycol dehydration units, storage vessel with the potential for flash emissions, combustion turbines and reciprocating internal combustion engines shall be aggregated for a major source determination; and

(4) Emissions from processes, operations, and equipment that are not part of the same natural gas transmission and storage facility, as defined in §63.1271 of subpart HHH of this part, shall not be aggregated.

Malfunction means any sudden, infrequent, and not reasonably preventable failure of air pollution control equipment, process equipment, or a process to operate in a normal or usual manner which causes, or has the potential to cause, the emission limitations in an applicable standard to be exceeded. Failures that are caused in part by poor maintenance or careless operation are not malfunctions.

Natural gas means a naturally occurring mixture of hydrocarbon and non-hydrocarbon gases found in geologic formations beneath the Earth's surface, of which the principal constituent is methane. Natural gas may be field or pipeline quality.

Non-selective catalytic reduction (NSCR) means an add-on catalytic nitrogen oxides (NO_X) control device for rich burn engines that, in a two-step reaction, promotes the conversion of excess oxygen, NO_X, CO, and volatile organic compounds (VOC) into CO_2, nitrogen, and water.

Oil and gas production facility as used in this subpart means any grouping of equipment where hydrocarbon liquids are processed, upgraded (*i.e.,* remove impurities or other constituents to meet contract specifications), or stored prior to the point of custody transfer; or where natural gas is processed, upgraded, or stored prior to entering the natural gas transmission and storage source category. For purposes of a major source determination, facility (including a building, structure, or installation) means oil and natural gas production and processing equipment that is located within the boundaries of an individual surface site as defined in this section. Equipment that is part of a facility will typically be located within close proximity to other equipment located at the same facility. Pieces of production equipment or groupings of equipment located on different oil and gas leases, mineral fee tracts, lease tracts, subsurface or surface unit areas, surface fee tracts, surface lease tracts, or separate surface sites, whether or not connected by a road, waterway, power line or pipeline, shall not be considered part of the same facility. Examples of facilities in the oil and natural gas production source category include, but are not limited to, well sites, satellite tank batteries, central tank batteries, a compressor station that transports natural gas to a natural gas processing plant, and natural gas processing plants.

Oxidation catalyst means an add-on catalytic control device that controls CO and VOC by oxidation.

Peaking unit or engine means any standby engine intended for use during periods of high demand that are not emergencies.

Percent load means the fractional power of an engine compared to its maximum manufacturer's design capacity at engine site conditions. Percent load may range between 0 percent to above 100 percent.

Potential to emit means the maximum capacity of a stationary source to emit a pollutant under its physical and operational design. Any physical or operational limitation on the capacity of the stationary source to emit a pollutant, including air pollution control equipment and restrictions on hours of operation or on the type or amount of material combusted, stored, or processed, shall be treated as part of its design if the limitation or the effect it would have on emissions is federally enforceable. For oil and natural gas production facilities subject to subpart HH of this part, the potential to emit provisions in §63.760(a) may be used. For natural gas transmission and storage facilities subject to subpart HHH of this part, the maximum annual facility gas throughput for storage facilities may be determined according to §63.1270(a)(1) and the maximum annual throughput for transmission facilities may be determined according to §63.1270(a)(2).

Production field facility means those oil and gas production facilities located prior to the point of custody transfer.

Production well means any hole drilled in the earth from which crude oil, condensate, or field natural gas is extracted.

Propane means a colorless gas derived from petroleum and natural gas, with the molecular structure C_3H_8.

Responsible official means responsible official as defined in 40 CFR 70.2.

Rich burn engine means any four-stroke spark ignited engine where the manufacturer's recommended operating air/fuel ratio divided by the stoichiometric air/fuel ratio at full load conditions is less than or equal to 1.1. Engines originally manufactured as rich burn engines, but modified prior to December 19, 2002 with passive emission control technology for NO_X(such as pre-combustion chambers) will be considered lean burn engines. Also, existing engines where there are no manufacturer's recommendations regarding air/fuel ratio will be considered a rich burn engine if the excess oxygen content of the exhaust at full load conditions is less than or equal to 2 percent.

Site-rated HP means the maximum manufacturer's design capacity at engine site conditions.

Spark ignition means relating to either: A gasoline-fueled engine; or any other type of engine a spark plug (or other sparking device) and with operating characteristics significantly similar to the theoretical Otto combustion cycle. Spark ignition engines usually use a throttle to regulate intake air flow to control power during normal operation. Dual-fuel engines in which a liquid fuel (typically diesel fuel) is used for CI and gaseous fuel (typically natural gas) is used as the primary fuel at an annual average ratio of less than 2 parts diesel fuel to 100 parts total fuel on an energy equivalent basis are spark ignition engines.

Stationary reciprocating internal combustion engine (RICE) means any reciprocating internal combustion engine which uses reciprocating motion to convert heat energy into mechanical work and which is not mobile. Stationary RICE differ from mobile RICE in that a stationary RICE is not a non-road engine as defined at 40 CFR 1068.30, and is not used to propel a motor vehicle or a vehicle used solely for competition.

Stationary RICE test cell/stand means an engine test cell/stand, as defined in subpart PPPPP of this part, that tests stationary RICE.

Stoichiometric means the theoretical air-to-fuel ratio required for complete combustion.

Storage vessel with the potential for flash emissions means any storage vessel that contains a hydrocarbon liquid with a stock tank gas-to-oil ratio equal to or greater than 0.31 cubic meters per liter and an American Petroleum Institute gravity equal to or greater than 40 degrees and an actual annual average hydrocarbon liquid throughput equal to or greater than 79,500 liters per day. Flash emissions occur when dissolved hydrocarbons in the fluid evolve from solution when the fluid pressure is reduced.

Subpart means 40 CFR part 63, subpart ZZZZ.

Surface site means any combination of one or more graded pad sites, gravel pad sites, foundations, platforms, or the immediate physical location upon which equipment is physically affixed.

Two-stroke engine means a type of engine which completes the power cycle in single crankshaft revolution by combining the intake and compression operations into one stroke and the power and exhaust operations into a second stroke. This system requires auxiliary scavenging and inherently runs lean of stoichiometric.

[69 FR 33506, June 15, 2004, as amended at 71 FR 20467, Apr. 20, 2006; 73 FR 3607, Jan. 18, 2008]

Attachment B –New Source Performance Standards: Standards of Performance for Stationary Compression Ignition Internal Combustion Engines [40 CFR Part 60, Subpart IIII] [326 IAC 12]

Source Description and Location	
Source Name:	Indianapolis Airport Authority
Source Location:	2825 West Perimeter Road & 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
County:	Marion
SIC Code:	4581
Permit Renewal No.:	T097-25348-00156
Permit Reviewer:	Heath Hartley

NSPS [40 CFR Part 60, Subpart IIII]

Subpart IIII—Standards of Performance for Stationary Compression Ignition Internal Combustion Engines

Source: 71 FR 39172, July 11, 2006, unless otherwise noted.

What This Subpart Covers

§ 60.4200 Am I subject to this subpart?

(a) The provisions of this subpart are applicable to manufacturers, owners, and operators of stationary compression ignition (CI) internal combustion engines (ICE) as specified in paragraphs (a)(1) through (3) of this section. For the purposes of this subpart, the date that construction commences is the date the engine is ordered by the owner or operator.

(1) Manufacturers of stationary CI ICE with a displacement of less than 30 liters per cylinder where the model year is:

(i) 2007 or later, for engines that are not fire pump engines,

(ii) The model year listed in table 3 to this subpart or later model year, for fire pump engines.

(2) Owners and operators of stationary CI ICE that commence construction after July 11, 2005 where the stationary CI ICE are:

(i) Manufactured after April 1, 2006 and are not fire pump engines, or

(ii) Manufactured as a certified National Fire Protection Association (NFPA) fire pump engine after July 1, 2006.

(3) Owners and operators of stationary CI ICE that modify or reconstruct their stationary CI ICE after July 11, 2005.

(b) The provisions of this subpart are not applicable to stationary CI ICE being tested at a stationary CI ICE test cell/stand.

(c) If you are an owner or operator of an area source subject to this subpart, you are exempt from the obligation to obtain a permit under 40 CFR part 70 or 40 CFR part 71, provided you are not required to obtain a permit under 40 CFR 70.3(a) or 40 CFR 71.3(a) for a reason other than your status as an area source under this subpart. Notwithstanding the previous sentence, you must continue to comply with the provisions of this subpart applicable to area sources.

(d) Stationary CI ICE may be eligible for exemption from the requirements of this subpart as described in 40 CFR part 1068, subpart C (or the exemptions described in 40 CFR part 89, subpart J and 40 CFR part 94, subpart J, for engines that would need to be certified to standards in those parts), except that owners and operators, as well as manufacturers, may be eligible to request an exemption for national security.

Emission Standards for Manufacturers

§ 60.4201 What emission standards must I meet for non-emergency engines if I am a stationary CI internal combustion engine manufacturer?

(a) Stationary CI internal combustion engine manufacturers must certify their 2007 model year and later non-emergency stationary CI ICE with a maximum engine power less than or equal to 2,237 kilowatt (KW) (3,000 horsepower (HP)) and a displacement of less than 10 liters per cylinder to the certification emission standards for new nonroad CI engines in 40 CFR 89.112, 40 CFR 89.113, 40 CFR 1039.101, 40 CFR 1039.102, 40 CFR 1039.104, 40 CFR 1039.105, 40 CFR 1039.107, and 40 CFR 1039.115, as applicable, for all pollutants, for the same model year and maximum engine power.

(b) Stationary CI internal combustion engine manufacturers must certify their 2007 through 2010 model year non-emergency stationary CI ICE with a maximum engine power greater than 2,237 KW (3,000 HP) and a displacement of less than 10 liters per cylinder to the emission standards in table 1 to this subpart, for all pollutants, for the same maximum engine power.

(c) Stationary CI internal combustion engine manufacturers must certify their 2011 model year and later non-emergency stationary CI ICE with a maximum engine power greater than 2,237 KW (3,000 HP) and a displacement of less than 10 liters per cylinder to the certification emission standards for new nonroad CI engines in 40 CFR 1039.101, 40 CFR 1039.102, 40 CFR 1039.104, 40 CFR 1039.105, 40 CFR 1039.107, and 40 CFR 1039.115, as applicable, for all pollutants, for the same maximum engine power.

(d) Stationary CI internal combustion engine manufacturers must certify their 2007 model year and later non-emergency stationary CI ICE with a displacement of greater than or equal to 10 liters per cylinder and less than 30 liters per cylinder to the certification emission standards for new marine CI engines in 40 CFR 94.8, as applicable, for all pollutants, for the same displacement and maximum engine power.

§ 60.4202 What emission standards must I meet for emergency engines if I am a stationary CI internal combustion engine manufacturer?

(a) Stationary CI internal combustion engine manufacturers must certify their 2007 model year and later emergency stationary CI ICE with a maximum engine power less than or equal to 2,237 KW (3,000 HP) and a displacement of less than 10 liters per cylinder that are not fire pump engines to the emission standards specified in paragraphs (a)(1) through (2) of this section.

(1) For engines with a maximum engine power less than 37 KW (50 HP):

(i) The certification emission standards for new nonroad CI engines for the same model year and maximum engine power in 40 CFR 89.112 and 40 CFR 89.113 for all pollutants for model year 2007 engines, and

(ii) The certification emission standards for new nonroad CI engines in 40 CFR 1039.104, 40 CFR 1039.105, 40 CFR 1039.107, 40 CFR 1039.115, and table 2 to this subpart, for 2008 model year and later engines.

(2) For engines with a maximum engine power greater than or equal to 37 KW (50 HP), the certification emission standards for new nonroad CI engines for the same model year and maximum engine power in 40 CFR 89.112 and 40 CFR 89.113 for all pollutants beginning in model year 2007.

(b) Stationary CI internal combustion engine manufacturers must certify their 2007 model year and later emergency stationary CI ICE with a maximum engine power greater than 2,237 KW (3,000 HP) and a displacement of less than 10 liters per cylinder that are not fire pump engines to the emission standards specified in paragraphs (b)(1) through (2) of this section.

(1) For 2007 through 2010 model years, the emission standards in table 1 to this subpart, for all pollutants, for the same maximum engine power.

(2) For 2011 model year and later, the certification emission standards for new nonroad CI engines for engines of the same model year and maximum engine power in 40 CFR 89.112 and 40 CFR 89.113 for all pollutants.

(c) Stationary CI internal combustion engine manufacturers must certify their 2007 model year and later emergency stationary CI ICE with a displacement of greater than or equal to 10 liters per cylinder and less than 30 liters per cylinder that are not fire pump engines to the certification emission standards for new marine CI engines in 40 CFR 94.8, as applicable, for all pollutants, for the same displacement and maximum engine power.

(d) Beginning with the model years in table 3 to this subpart, stationary CI internal combustion engine manufacturers must certify their fire pump stationary CI ICE to the emission standards in table 4 to this subpart, for all pollutants, for the same model year and NFPA nameplate power.

§ 60.4203 How long must my engines meet the emission standards if I am a stationary CI internal combustion engine manufacturer?

Engines manufactured by stationary CI internal combustion engine manufacturers must meet the emission standards as required in §§60.4201 and 60.4202 during the useful life of the engines.

Emission Standards for Owners and Operators

§ 60.4204 What emission standards must I meet for non-emergency engines if I am an owner or operator of a stationary CI internal combustion engine?

(a) Owners and operators of pre-2007 model year non-emergency stationary CI ICE with a displacement of less than 10 liters per cylinder must comply with the emission standards in table 1 to this subpart. Owners and operators of pre-2007 model year non-emergency stationary CI ICE with a displacement of greater than or equal to 10 liters per cylinder and less than 30 liters per cylinder must comply with the emission standards in 40 CFR 94.8(a)(1).

(b) Owners and operators of 2007 model year and later non-emergency stationary CI ICE with a displacement of less than 30 liters per cylinder must comply with the emission standards for new CI engines in §60.4201 for their 2007 model year and later stationary CI ICE, as applicable.

(c) Owners and operators of non-emergency stationary CI ICE with a displacement of greater than or equal to 30 liters per cylinder must meet the requirements in paragraphs (c)(1) and (2) of this section.

(1) Reduce nitrogen oxides (NO_X) emissions by 90 percent or more, or limit the emissions of NO_Xin the stationary CI internal combustion engine exhaust to 1.6 grams per KW-hour (g/KW-hr) (1.2 grams per HP-hour (g/HP-hr)).

(2) Reduce particulate matter (PM) emissions by 60 percent or more, or limit the emissions of PM in the stationary CI internal combustion engine exhaust to 0.15 g/KW-hr (0.11 g/HP-hr).

§ 60.4205 What emission standards must I meet for emergency engines if I am an owner or operator of a stationary CI internal combustion engine?

(a) Owners and operators of pre-2007 model year emergency stationary CI ICE with a displacement of less than 10 liters per cylinder that are not fire pump engines must comply with the emission standards in table 1 to this subpart. Owners and operators of pre-2007 model year non-emergency stationary CI ICE with a displacement of greater than or equal to 10 liters per cylinder and less than 30 liters per cylinder that are not fire pump engines must comply with the emission standards in 40 CFR 94.8(a)(1).

(b) Owners and operators of 2007 model year and later emergency stationary CI ICE with a displacement of less than 30 liters per cylinder that are not fire pump engines must comply with the emission standards for new nonroad CI engines in §60.4202, for all pollutants, for the same model year and maximum engine power for their 2007 model year and later emergency stationary CI ICE.

(c) Owners and operators of fire pump engines with a displacement of less than 30 liters per cylinder must comply with the emission standards in table 4 to this subpart, for all pollutants.

(d) Owners and operators of emergency stationary CI ICE with a displacement of greater than or equal to 30 liters per cylinder must meet the requirements in paragraphs (d)(1) and (2) of this section.

(1) Reduce NO_X emissions by 90 percent or more, or limit the emissions of NO_X in the stationary CI internal combustion engine exhaust to 1.6 grams per KW-hour (1.2 grams per HP-hour).

(2) Reduce PM emissions by 60 percent or more, or limit the emissions of PM in the stationary CI internal combustion engine exhaust to 0.15 g/KW-hr (0.11 g/HP-hr).

§ 60.4206 How long must I meet the emission standards if I am an owner or operator of a stationary CI internal combustion engine?

Owners and operators of stationary CI ICE must operate and maintain stationary CI ICE that achieve the emission standards as required in §§60.4204 and 60.4205 according to the manufacturer's written instructions or procedures developed by the owner or operator that are approved by the engine manufacturer, over the entire life of the engine.

Fuel Requirements for Owners and Operators

§ 60.4207 What fuel requirements must I meet if I am an owner or operator of a stationary CI internal combustion engine subject to this subpart?

(a) Beginning October 1, 2007, owners and operators of stationary CI ICE subject to this subpart that use diesel fuel must use diesel fuel that meets the requirements of 40 CFR 80.510(a).

(b) Beginning October 1, 2010, owners and operators of stationary CI ICE subject to this subpart with a displacement of less than 30 liters per cylinder that use diesel fuel must use diesel fuel that meets the requirements of 40 CFR 80.510(b) for nonroad diesel fuel.

(c) Owners and operators of pre-2011 model year stationary CI ICE subject to this subpart may petition the Administrator for approval to use remaining non-compliant fuel that does not meet the fuel requirements of paragraphs (a) and (b) of this section beyond the dates required for the purpose of using up existing fuel inventories. If approved, the petition will be valid for a period of up to 6 months. If additional time is needed, the owner or operator is required to submit a new petition to the Administrator.

(d) Owners and operators of pre-2011 model year stationary CI ICE subject to this subpart that are located in areas of Alaska not accessible by the Federal Aid Highway System may petition the Administrator for approval to use any fuels mixed with used lubricating oil that do not meet the fuel requirements of paragraphs (a) and (b) of this section. Owners and operators must demonstrate in their petition to the Administrator that there is no other place to use the lubricating oil. If approved, the petition will be valid for a period of up to 6 months. If additional time is needed, the owner or operator is required to submit a new petition to the Administrator.

(e) Stationary CI ICE that have a national security exemption under §60.4200(d) are also exempt from the fuel requirements in this section.

Other Requirements for Owners and Operators

§ 60.4208 What is the deadline for importing or installing stationary CI ICE produced in the previous model year?

(a) After December 31, 2008, owners and operators may not install stationary CI ICE (excluding fire pump engines) that do not meet the applicable requirements for 2007 model year engines.

(b) After December 31, 2009, owners and operators may not install stationary CI ICE with a maximum engine power of less than 19 KW (25 HP) (excluding fire pump engines) that do not meet the applicable requirements for 2008 model year engines.

(c) After December 31, 2014, owners and operators may not install non-emergency stationary CI ICE with a maximum engine power of greater than or equal to 19 KW (25 HP) and less than 56 KW (75 HP) that do not meet the applicable requirements for 2013 model year non-emergency engines.

(d) After December 31, 2013, owners and operators may not install non-emergency stationary CI ICE with a maximum engine power of greater than or equal to 56 KW (75 HP) and less than 130 KW (175 HP) that do not meet the applicable requirements for 2012 model year non-emergency engines.

(e) After December 31, 2012, owners and operators may not install non-emergency stationary CI ICE with a maximum engine power of greater than or equal to 130 KW (175 HP), including those above 560 KW (750 HP), that do not meet the applicable requirements for 2011 model year non-emergency engines.

(f) After December 31, 2016, owners and operators may not install non-emergency stationary CI ICE with a maximum engine power of greater than or equal to 560 KW (750 HP) that do not meet the applicable requirements for 2015 model year non-emergency engines.

(g) In addition to the requirements specified in §§60.4201, 60.4202, 60.4204, and 60.4205, it is prohibited to import stationary CI ICE with a displacement of less than 30 liters per cylinder that do not meet the applicable requirements specified in paragraphs (a) through (f) of this section after the dates specified in paragraphs (a) through (f) of this section.

(h) The requirements of this section do not apply to owners or operators of stationary CI ICE that have been modified, reconstructed, and do not apply to engines that were removed from one existing location and reinstalled at a new location.

§ 60.4209 What are the monitoring requirements if I am an owner or operator of a stationary CI internal combustion engine?

If you are an owner or operator, you must meet the monitoring requirements of this section. In addition, you must also meet the monitoring requirements specified in §60.4211.

(a) If you are an owner or operator of an emergency stationary CI internal combustion engine, you must install a non-resettable hour meter prior to startup of the engine.

(b) If you are an owner or operator of a stationary CI internal combustion engine equipped with a diesel particulate filter to comply with the emission standards in §60.4204, the diesel particulate filter must be installed with a backpressure monitor that notifies the owner or operator when the high backpressure limit of the engine is approached.

Compliance Requirements

§ 60.4210 What are my compliance requirements if I am a stationary CI internal combustion engine manufacturer?

(a) Stationary CI internal combustion engine manufacturers must certify their stationary CI ICE with a displacement of less than 10 liters per cylinder to the emission standards specified in §60.4201(a) through (c) and §60.4202(a), (b) and (d) using the certification procedures required in 40 CFR part 89, subpart B, or 40 CFR part 1039, subpart C, as applicable, and must test their engines as specified in those parts. For the purposes of this subpart, engines certified to the standards in table 1 to this subpart shall be subject to the same requirements as engines certified to the standards in 40 CFR part 89. For the purposes of this subpart, engines certified to the standards in table 4 to this subpart shall be subject to the same requirements as engines certified to the standards in 40 CFR part 89, except that engines with NFPA nameplate power of less than 37 KW (50 HP) certified to model year 2011 or later standards shall be subject to the same requirements as engines certified to the standards in 40 CFR part 1039.

(b) Stationary CI internal combustion engine manufacturers must certify their stationary CI ICE with a displacement of greater than or equal to 10 liters per cylinder and less than 30 liters per cylinder to the emission standards specified in

§60.4201(d) and §60.4202(c) using the certification procedures required in 40 CFR part 94 subpart C, and must test their engines as specified in 40 CFR part 94.

(c) Stationary CI internal combustion engine manufacturers must meet the requirements of 40 CFR 1039.120, 40 CFR 1039.125, 40 CFR 1039.130, 40 CFR 1039.135, and 40 CFR part 1068 for engines that are certified to the emission standards in 40 CFR part 1039. Stationary CI internal combustion engine manufacturers must meet the corresponding provisions of 40 CFR part 89 or 40 CFR part 94 for engines that would be covered by that part if they were nonroad (including marine) engines. Labels on such engines must refer to stationary engines, rather than or in addition to nonroad or marine engines, as appropriate. Stationary CI internal combustion engine manufacturers must label their engines according to paragraphs (c)(1) through (3) of this section.

(1) Stationary CI internal combustion engines manufactured from January 1, 2006 to March 31, 2006 (January 1, 2006 to June 30, 2006 for fire pump engines), other than those that are part of certified engine families under the nonroad CI engine regulations, must be labeled according to 40 CFR 1039.20.

(2) Stationary CI internal combustion engines manufactured from April 1, 2006 to December 31, 2006 (or, for fire pump engines, July 1, 2006 to December 31 of the year preceding the year listed in table 3 to this subpart) must be labeled according to paragraphs (c)(2)(i) through (iii) of this section:

(i) Stationary CI internal combustion engines that are part of certified engine families under the nonroad regulations must meet the labeling requirements for nonroad CI engines, but do not have to meet the labeling requirements in 40 CFR 1039.20.

(ii) Stationary CI internal combustion engines that meet Tier 1 requirements (or requirements for fire pumps) under this subpart, but do not meet the requirements applicable to nonroad CI engines must be labeled according to 40 CFR 1039.20. The engine manufacturer may add language to the label clarifying that the engine meets Tier 1 requirements (or requirements for fire pumps) of this subpart.

(iii) Stationary CI internal combustion engines manufactured after April 1, 2006 that do not meet Tier 1 requirements of this subpart, or fire pumps engines manufactured after July 1, 2006 that do not meet the requirements for fire pumps under this subpart, may not be used in the U.S. If any such engines are manufactured in the U.S. after April 1, 2006 (July 1, 2006 for fire pump engines), they must be exported or must be brought into compliance with the appropriate standards prior to initial operation. The export provisions of 40 CFR 1068.230 would apply to engines for export and the manufacturers must label such engines according to 40 CFR 1068.230.

(3) Stationary CI internal combustion engines manufactured after January 1, 2007 (for fire pump engines, after January 1 of the year listed in table 3 to this subpart, as applicable) must be labeled according to paragraphs (c)(3)(i) through (iii) of this section.

(i) Stationary CI internal combustion engines that meet the requirements of this subpart and the corresponding requirements for nonroad (including marine) engines of the same model year and HP must be labeled according to the provisions in part 89, 94 or 1039, as appropriate.

(ii) Stationary CI internal combustion engines that meet the requirements of this subpart, but are not certified to the standards applicable to nonroad (including marine) engines of the same model year and HP must be labeled according to the provisions in part 89, 94 or 1039, as appropriate, but the words “stationary” must be included instead of “nonroad” or “marine” on the label. In addition, such engines must be labeled according to 40 CFR 1039.20.

(iii) Stationary CI internal combustion engines that do not meet the requirements of this subpart must be labeled according to 40 CFR 1068.230 and must be exported under the provisions of 40 CFR 1068.230.

(d) An engine manufacturer certifying an engine family or families to standards under this subpart that are identical to standards applicable under parts 89, 94, or 1039 for that model year may certify any such family that contains both nonroad (including marine) and stationary engines as a single engine family and/or may include any such family containing stationary engines in the averaging, banking and trading provisions applicable for such engines under those parts.

(e) Manufacturers of engine families discussed in paragraph (d) of this section may meet the labeling requirements referred to in paragraph (c) of this section for stationary CI ICE by either adding a separate label containing the

information required in paragraph (c) of this section or by adding the words “and stationary” after the word “nonroad” or “marine,” as appropriate, to the label.

(f) Starting with the model years shown in table 5 to this subpart, stationary CI internal combustion engine manufacturers must add a permanent label stating that the engine is for stationary emergency use only to each new emergency stationary CI internal combustion engine greater than or equal to 19 KW (25 HP) that meets all the emission standards for emergency engines in §60.4202 but does not meet all the emission standards for non-emergency engines in §60.4201. The label must be added according to the labeling requirements specified in 40 CFR 1039.135(b). Engine manufacturers must specify in the owner's manual that operation of emergency engines is limited to emergency operations and required maintenance and testing.

(g) Manufacturers of fire pump engines may use the test cycle in table 6 to this subpart for testing fire pump engines and may test at the NFPA certified nameplate HP, provided that the engine is labeled as “Fire Pump Applications Only”.

(h) Engine manufacturers, including importers, may introduce into commerce uncertified engines or engines certified to earlier standards that were manufactured before the new or changed standards took effect until inventories are depleted, as long as such engines are part of normal inventory. For example, if the engine manufacturers' normal industry practice is to keep on hand a one-month supply of engines based on its projected sales, and a new tier of standards starts to apply for the 2009 model year, the engine manufacturer may manufacture engines based on the normal inventory requirements late in the 2008 model year, and sell those engines for installation. The engine manufacturer may not circumvent the provisions of §§60.4201 or 60.4202 by stockpiling engines that are built before new or changed standards take effect. Stockpiling of such engines beyond normal industry practice is a violation of this subpart.

(i) The replacement engine provisions of 40 CFR 89.1003(b)(7), 40 CFR 94.1103(b)(3), 40 CFR 94.1103(b)(4) and 40 CFR 1068.240 are applicable to stationary CI engines replacing existing equipment that is less than 15 years old.

§ 60.4211 What are my compliance requirements if I am an owner or operator of a stationary CI internal combustion engine?

(a) If you are an owner or operator and must comply with the emission standards specified in this subpart, you must operate and maintain the stationary CI internal combustion engine and control device according to the manufacturer's written instructions or procedures developed by the owner or operator that are approved by the engine manufacturer. In addition, owners and operators may only change those settings that are permitted by the manufacturer. You must also meet the requirements of 40 CFR parts 89, 94 and/or 1068, as they apply to you.

(b) If you are an owner or operator of a pre-2007 model year stationary CI internal combustion engine and must comply with the emission standards specified in §§60.4204(a) or 60.4205(a), or if you are an owner or operator of a CI fire pump engine that is manufactured prior to the model years in table 3 to this subpart and must comply with the emission standards specified in §60.4205(c), you must demonstrate compliance according to one of the methods specified in paragraphs (b)(1) through (5) of this section.

(1) Purchasing an engine certified according to 40 CFR part 89 or 40 CFR part 94, as applicable, for the same model year and maximum engine power. The engine must be installed and configured according to the manufacturer's specifications.

(2) Keeping records of performance test results for each pollutant for a test conducted on a similar engine. The test must have been conducted using the same methods specified in this subpart and these methods must have been followed correctly.

(3) Keeping records of engine manufacturer data indicating compliance with the standards.

(4) Keeping records of control device vendor data indicating compliance with the standards.

(5) Conducting an initial performance test to demonstrate compliance with the emission standards according to the requirements specified in §60.4212, as applicable.

(c) If you are an owner or operator of a 2007 model year and later stationary CI internal combustion engine and must comply with the emission standards specified in §60.4204(b) or §60.4205(b), or if you are an owner or operator of a CI fire pump engine that is manufactured during or after the model year that applies to your fire pump engine power rating in

table 3 to this subpart and must comply with the emission standards specified in §60.4205(c), you must comply by purchasing an engine certified to the emission standards in §60.4204(b), or §60.4205(b) or (c), as applicable, for the same model year and maximum (or in the case of fire pumps, NFPA nameplate) engine power. The engine must be installed and configured according to the manufacturer's specifications.

(d) If you are an owner or operator and must comply with the emission standards specified in §60.4204(c) or §60.4205(d), you must demonstrate compliance according to the requirements specified in paragraphs (d)(1) through (3) of this section.

(1) Conducting an initial performance test to demonstrate initial compliance with the emission standards as specified in §60.4213.

(2) Establishing operating parameters to be monitored continuously to ensure the stationary internal combustion engine continues to meet the emission standards. The owner or operator must petition the Administrator for approval of operating parameters to be monitored continuously. The petition must include the information described in paragraphs (d)(2)(i) through (v) of this section.

(i) Identification of the specific parameters you propose to monitor continuously;

(ii) A discussion of the relationship between these parameters and $NO_X$and PM emissions, identifying how the emissions of these pollutants change with changes in these parameters, and how limitations on these parameters will serve to limit $NO_X$and PM emissions;

(iii) A discussion of how you will establish the upper and/or lower values for these parameters which will establish the limits on these parameters in the operating limitations;

(iv) A discussion identifying the methods and the instruments you will use to monitor these parameters, as well as the relative accuracy and precision of these methods and instruments; and

(v) A discussion identifying the frequency and methods for recalibrating the instruments you will use for monitoring these parameters.

(3) For non-emergency engines with a displacement of greater than or equal to 30 liters per cylinder, conducting annual performance tests to demonstrate continuous compliance with the emission standards as specified in §60.4213.

(e) Emergency stationary ICE may be operated for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State, or local government, the manufacturer, the vendor, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. There is no time limit on the use of emergency stationary ICE in emergency situations. Anyone 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 year. For owners and operators of emergency engines meeting standards under §60.4205 but not §60.4204, any operation other than emergency operation, and maintenance and testing as permitted in this section, is prohibited.

Testing Requirements for Owners and Operators

§ 60.4212 What test methods and other procedures must I use if I am an owner or operator of a stationary CI internal combustion engine with a displacement of less than 30 liters per cylinder?

Owners and operators of stationary CI ICE with a displacement of less than 30 liters per cylinder who conduct performance tests pursuant to this subpart must do so according to paragraphs (a) through (d) of this section.

(a) The performance test must be conducted according to the in-use testing procedures in 40 CFR part 1039, subpart F.

(b) Exhaust emissions from stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR part 1039 must not exceed the not-to-exceed (NTE) standards for the same model year and maximum engine

power as required in 40 CFR 1039.101(e) and 40 CFR 1039.102(g)(1), except as specified in 40 CFR 1039.104(d). This requirement starts when NTE requirements take effect for nonroad diesel engines under 40 CFR part 1039.

(c) Exhaust emissions from stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR 89.112 or 40 CFR 94.8, as applicable, must not exceed the NTE numerical requirements, rounded to the same number of decimal places as the applicable standard in 40 CFR 89.112 or 40 CFR 94.8, as applicable, determined from the following equation:

$$\text{NTE requirement for each pollutant} = (1.25) \times (\text{STD}) \qquad \text{(Eq. 1)}$$

Where:

STD = The standard specified for that pollutant in 40 CFR 89.112 or 40 CFR 94.8, as applicable.

Alternatively, stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR 89.112 or 40 CFR 94.8 may follow the testing procedures specified in §60.4213 of this subpart, as appropriate.

(d) Exhaust emissions from stationary CI ICE that are complying with the emission standards for pre-2007 model year engines in §60.4204(a), §60.4205(a), or §60.4205(c) must not exceed the NTE numerical requirements, rounded to the same number of decimal places as the applicable standard in §60.4204(a), §60.4205(a), or §60.4205(c), determined from the equation in paragraph (c) of this section.

Where:

STD = The standard specified for that pollutant in §60.4204(a), §60.4205(a), or §60.4205(c).

Alternatively, stationary CI ICE that are complying with the emission standards for pre-2007 model year engines in §60.4204(a), §60.4205(a), or §60.4205(c) may follow the testing procedures specified in §60.4213, as appropriate.

§ 60.4213 What test methods and other procedures must I use if I am an owner or operator of a stationary CI internal combustion engine with a displacement of greater than or equal to 30 liters per cylinder?

Owners and operators of stationary CI ICE with a displacement of greater than or equal to 30 liters per cylinder must conduct performance tests according to paragraphs (a) through (d) of this section.

(a) Each performance test must be conducted according to the requirements in §60.8 and under the specific conditions that this subpart specifies in table 7. The test must be conducted within 10 percent of 100 percent peak (or the highest achievable) load.

(b) You may not conduct performance tests during periods of startup, shutdown, or malfunction, as specified in §60.8(c).

(c) You must conduct three separate test runs for each performance test required in this section, as specified in §60.8(f). Each test run must last at least 1 hour.

(d) To determine compliance with the percent reduction requirement, you must follow the requirements as specified in paragraphs (d)(1) through (3) of this section.

(1) You must use Equation 2 of this section to determine compliance with the percent reduction requirement:

$$\frac{C_i - C_o}{C_i} \times 100 = R \qquad \text{(Eq. 2)}$$

Where:

C_i= concentration of NO_Xor PM at the control device inlet,

C_o= concentration of NO_Xor PM at the control device outlet, and

R = percent reduction of NO_Xor PM emissions.

(2) You must normalize the NO_Xor PM concentrations at the inlet and outlet of the control device to a dry basis and to 15 percent oxygen (O_2) using Equation 3 of this section, or an equivalent percent carbon dioxide (CO_2) using the procedures described in paragraph (d)(3) of this section.

$$C_{adj} = C_d \frac{5.9}{20.9 - \%\ O_2} \qquad \text{(Eq. 3)}$$

Where:

C_{adj}= Calculated NO_Xor PM concentration adjusted to 15 percent O_2.

C_d= Measured concentration of NO_Xor PM, uncorrected.

5.9 = 20.9 percent O_2−15 percent O_2, the defined O_2correction value, percent.

$\%O_2$= Measured O_2concentration, dry basis, percent.

(3) If pollutant concentrations are to be corrected to 15 percent $O_2$and CO_2concentration is measured in lieu of O_2concentration measurement, a CO_2correction factor is needed. Calculate the CO_2correction factor as described in paragraphs (d)(3)(i) through (iii) of this section.

(i) Calculate the fuel-specific $F_o$value for the fuel burned during the test using values obtained from Method 19, Section 5.2, and the following equation:

$$F_o = \frac{0.209 F_d}{F_c} \qquad \text{(Eq. 4)}$$

Where:

F_o= Fuel factor based on the ratio of O_2volume to the ultimate CO_2volume produced by the fuel at zero percent excess air.

0.209 = Fraction of air that is O_2, percent/100.

F_d= Ratio of the volume of dry effluent gas to the gross calorific value of the fuel from Method 19, dsm^3 /J (dscf/10^6 Btu).

F_c= Ratio of the volume of CO_2produced to the gross calorific value of the fuel from Method 19, dsm^3 /J (dscf/10^6 Btu).

(ii) Calculate the CO_2correction factor for correcting measurement data to 15 percent O_2, as follows:

$$X_{CO_2} = \frac{5.9}{F_o} \qquad \text{(Eq. 5)}$$

Where:

X_{CO2}= CO_2correction factor, percent.

5.9 = 20.9 percent O_2−15 percent O_2, the defined O_2correction value, percent.

(iii) Calculate the $NO_X$and PM gas concentrations adjusted to 15 percent O_2using CO_2as follows:

$$C_{adj} = C_d \frac{X_{CO_2}}{\%CO_2} \qquad \text{(Eq. 6)}$$

Where:

C_{adj}= Calculated NO_Xor PM concentration adjusted to 15 percent O_2.

C_d= Measured concentration of NO_Xor PM, uncorrected.

$\%CO_2$= Measured CO_2concentration, dry basis, percent.

(e) To determine compliance with the NO_Xmass per unit output emission limitation, convert the concentration of NO_Xin the engine exhaust using Equation 7 of this section:

$$ER = \frac{C_d \times 1.912 \times 10^{-3} \times Q \times T}{\text{KW-hour}} \qquad \text{(Eq. 7)}$$

Where:

ER = Emission rate in grams per KW-hour.

C_d= Measured NO_Xconcentration in ppm.

1.912x10^{-3}= Conversion constant for ppm $NO_X$to grams per standard cubic meter at 25 degrees Celsius.

Q = Stack gas volumetric flow rate, in standard cubic meter per hour.

T = Time of test run, in hours.

KW-hour = Brake work of the engine, in KW-hour.

(f) To determine compliance with the PM mass per unit output emission limitation, convert the concentration of PM in the engine exhaust using Equation 8 of this section:

$$ER = \frac{C_{adj} \times Q \times T}{\text{KW-hour}} \qquad \text{(Eq. 8)}$$

Where:

ER = Emission rate in grams per KW-hour.

C_{adj}= Calculated PM concentration in grams per standard cubic meter.

Q = Stack gas volumetric flow rate, in standard cubic meter per hour.

T = Time of test run, in hours.

KW-hour = Energy output of the engine, in KW.

Notification, Reports, and Records for Owners and Operators

§ 60.4214 What are my notification, reporting, and recordkeeping requirements if I am an owner or operator of a stationary CI internal combustion engine?

(a) Owners and operators of non-emergency stationary CI ICE that are greater than 2,237 KW (3,000 HP), or have a displacement of greater than or equal to 10 liters per cylinder, or are pre-2007 model year engines that are greater than 130 KW (175 HP) and not certified, must meet the requirements of paragraphs (a)(1) and (2) of this section.

(1) Submit an initial notification as required in §60.7(a)(1). The notification must include the information in paragraphs (a)(1)(i) through (v) of this section.

(i) Name and address of the owner or operator;

(ii) The address of the affected source;

(iii) Engine information including make, model, engine family, serial number, model year, maximum engine power, and engine displacement;

(iv) Emission control equipment; and

(v) Fuel used.

(2) Keep records of the information in paragraphs (a)(2)(i) through (iv) of this section.

(i) All notifications submitted to comply with this subpart and all documentation supporting any notification.

(ii) Maintenance conducted on the engine.

(iii) If the stationary CI internal combustion is a certified engine, documentation from the manufacturer that the engine is certified to meet the emission standards.

(iv) If the stationary CI internal combustion is not a certified engine, documentation that the engine meets the emission standards.

(b) If the stationary CI internal combustion engine is an emergency stationary internal combustion engine, the owner or operator is not required to submit an initial notification. Starting with the model years in table 5 to this subpart, if the emergency engine does not meet the standards applicable to non-emergency engines in the applicable model year, the owner or operator must keep records of the operation of the engine in emergency and non-emergency service that are recorded through the non-resettable hour meter. The owner must record the time of operation of the engine and the reason the engine was in operation during that time.

(c) If the stationary CI internal combustion engine is equipped with a diesel particulate filter, the owner or operator must keep records of any corrective action taken after the backpressure monitor has notified the owner or operator that the high backpressure limit of the engine is approached.

Special Requirements

§ 60.4215 What requirements must I meet for engines used in Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands?

(a) Stationary CI ICE that are used in Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands are required to meet the applicable emission standards in §60.4205. Non-emergency stationary CI ICE with a displacement of greater than or equal to 30 liters per cylinder, must meet the applicable emission standards in §60.4204(c).

(b) Stationary CI ICE that are used in Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands are not required to meet the fuel requirements in §60.4207.

§ 60.4216 What requirements must I meet for engines used in Alaska?

(a) Prior to December 1, 2010, owners and operators of stationary CI engines located in areas of Alaska not accessible by the Federal Aid Highway System should refer to 40 CFR part 69 to determine the diesel fuel requirements applicable to such engines.

(b) The Governor of Alaska may submit for EPA approval, by no later than January 11, 2008, an alternative plan for implementing the requirements of 40 CFR part 60, subpart IIII, for public-sector electrical utilities located in rural areas of Alaska not accessible by the Federal Aid Highway System. This alternative plan must be based on the requirements of section 111 of the Clean Air Act including any increased risks to human health and the environment and must also be based on the unique circumstances related to remote power generation, climatic conditions, and serious economic impacts resulting from implementation of 40 CFR part 60, subpart IIII. If EPA approves by rulemaking process an alternative plan, the provisions as approved by EPA under that plan shall apply to the diesel engines used in new stationary internal combustion engines subject to this paragraph.

§ 60.4217 What emission standards must I meet if I am an owner or operator of a stationary internal combustion engine using special fuels?

(a) Owners and operators of stationary CI ICE that do not use diesel fuel, or who have been given authority by the Administrator under §60.4207(d) of this subpart to use fuels that do not meet the fuel requirements of paragraphs (a) and (b) of §60.4207, may petition the Administrator for approval of alternative emission standards, if they can demonstrate that they use a fuel that is not the fuel on which the manufacturer of the engine certified the engine and that the engine cannot meet the applicable standards required in §60.4202 or §60.4203 using such fuels.

(b) [Reserved]

General Provisions

§ 60.4218 What parts of the General Provisions apply to me?

Table 8 to this subpart shows which parts of the General Provisions in §§60.1 through 60.19 apply to you.

Definitions

§ 60.4219 What definitions apply to this subpart?

As used in this subpart, all terms not defined herein shall have the meaning given them in the CAA and in subpart A of this part.

Combustion turbine means all equipment, including but not limited to the turbine, the fuel, air, lubrication and exhaust gas systems, control systems (except emissions control equipment), and any ancillary components and sub-components comprising any simple cycle combustion turbine, any regenerative/recuperative cycle combustion turbine, the combustion turbine portion of any cogeneration cycle combustion system, or the combustion turbine portion of any combined cycle steam/electric generating system.

Compression ignition means relating to a type of stationary internal combustion engine that is not a spark ignition engine.

Diesel fuel means any liquid obtained from the distillation of petroleum with a boiling point of approximately 150 to 360 degrees Celsius. One commonly used form is number 2 distillate oil.

Diesel particulate filter means an emission control technology that reduces PM emissions by trapping the particles in a flow filter substrate and periodically removes the collected particles by either physical action or by oxidizing (burning off) the particles in a process called regeneration.

Emergency stationary internal combustion engine means any stationary internal combustion engine whose operation is limited to emergency situations and required testing and maintenance. 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. Stationary CI ICE used to supply power to an electric grid or that supply power as part of a financial arrangement with another entity are not considered to be emergency engines.

Engine manufacturer means the manufacturer of the engine. See the definition of "manufacturer" in this section.

Fire pump engine means an emergency stationary internal combustion engine certified to NFPA requirements that is used to provide power to pump water for fire suppression or protection.

Manufacturer has the meaning given in section 216(1) of the Act. In general, this term includes any person who manufactures a stationary engine for sale in the United States or otherwise introduces a new stationary engine into commerce in the United States. This includes importers who import stationary engines for sale or resale.

Maximum engine power means maximum engine power as defined in 40 CFR 1039.801.

Model year means either:

(1) The calendar year in which the engine was originally produced, or

(2) The annual new model production period of the engine manufacturer if it is different than the calendar year. This must include January 1 of the calendar year for which the model year is named. It may not begin before January 2 of the previous calendar year and it must end by December 31 of the named calendar year. For an engine that is converted to a stationary engine after being placed into service as a nonroad or other non-stationary engine, model year means the calendar year or new model production period in which the engine was originally produced.

Other internal combustion engine means any internal combustion engine, except combustion turbines, which is not a reciprocating internal combustion engine or rotary internal combustion engine.

Reciprocating internal combustion engine means any internal combustion engine which uses reciprocating motion to convert heat energy into mechanical work.

Rotary internal combustion engine means any internal combustion engine which uses rotary motion to convert heat energy into mechanical work.

Spark ignition means relating to a gasoline, natural gas, or liquefied petroleum gas fueled engine or any other type of engine with a spark plug (or other sparking device) and with operating characteristics significantly similar to the theoretical Otto combustion cycle. Spark ignition engines usually use a throttle to regulate intake air flow to control power during normal operation. Dual-fuel engines in which a liquid fuel (typically diesel fuel) is used for CI and gaseous fuel (typically natural gas) is used as the primary fuel at an annual average ratio of less than 2 parts diesel fuel to 100 parts total fuel on an energy equivalent basis are spark ignition engines.

Stationary internal combustion engine means any internal combustion engine, except combustion turbines, that converts heat energy into mechanical work and is not mobile. Stationary ICE differ from mobile ICE in that a stationary internal combustion engine is not a nonroad engine as defined at 40 CFR 1068.30 (excluding paragraph (2)(ii) of that definition), and is not used to propel a motor vehicle or a vehicle used solely for competition. Stationary ICE include reciprocating ICE, rotary ICE, and other ICE, except combustion turbines.

Attachment C - New Source Performance Standards (NSPS): Standards of Performance for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction, or Modification Commenced After June 11, 1973 and Prior to May 19, 1978. [40 CFR Part 60, Subpart K] [326 IAC 12]

NSPS [40 CFR Part 60, Subpart K]

§ 60.110 Applicability and designation of affected facility.

(a) Except as provided in §60.110(b), the affected facility to which this subpart applies is each storage vessel for petroleum liquids which has a storage capacity greater than 151,412 liters (40,000 gallons).

(b) This subpart does not apply to storage vessels for petroleum or condensate stored, processed, and/or treated at a drilling and production facility prior to custody transfer.

(c) Subject to the requirements of this subpart is any facility under paragraph (a) of this section which:

(1) Has a capacity greater than 151, 416 liters (40,000 gallons), but not exceeding 246,052 liters (65,000 gallons), and commences construction or modification after March 8, 1974, and prior to May 19, 1978.

(2) Has a capacity greater than 246,052 liters (65,000 gallons) and commences construction or modification after June 11, 1973, and prior to May 19, 1978.

[42 FR 37937, July 25, 1977, as amended at 45 FR 23379, Apr. 4, 1980]

§ 60.111 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act and in subpart A of this part.

(a) *Storage vessel* means any tank, reservoir, or container used for the storage of petroleum liquids, but does not include:

(1) Pressure vessels which are designed to operate in excess of 15 pounds per square inch gauge without emissions to the atmosphere except under emergency conditions,

(2) Subsurface caverns or porous rock reservoirs, or

(3) Underground tanks if the total volume of petroleum liquids added to and taken from a tank annually does not exceed twice the volume of the tank.

(b) *Petroleum liquids* means petroleum, condensate, and any finished or intermediate products manufactured in a petroleum refinery but does not mean Nos. 2 through 6 fuel oils as specified in ASTM D396–78, 89, 90, 92, 96, or 98, gas turbine fuel oils Nos. 2–GT through 4–GT as specified in ASTM D2880–78 or 96, or diesel fuel oils Nos. 2–D and 4–D as specified in ASTM D975–78, 96, or 98a. (These three methods are incorporated by reference—see §60.17.)

(c) *Petroleum refinery* means each facility engaged in producing gasoline, kerosene, distillate fuel oils, residual fuel oils, lubricants, or other products through distillation of petroleum or through redistillation, cracking, extracting, or reforming of unfinished petroleum derivatives.

(d) *Petroleum* means the crude oil removed from the earth and the oils derived from tar sands, shale, and coal.

(e) *Hydrocarbon* means any organic compound consisting predominantly of carbon and hydrogen.

(f) *Condensate* means hydrocarbon liquid separated from natural gas which condenses due to changes in the temperature and/or pressure and remains liquid at standard conditions.

(g) *Custody transfer* means the transfer of produced petroleum and/or condensate, after processing and/or treating in the producing operations, from storage tanks or automatic transfer facilities to pipelines or any other forms of transportation.

(h) *Drilling and production facility* means all drilling and servicing equipment, wells, flow lines, separators, equipment, gathering lines, and auxiliary nontransportation-related equipment used in the production of petroleum but does not include natural gasoline plants.

(i) *True vapor pressure* means the equilibrium partial pressure exerted by a petroleum liquid as determined in accordance with methods described in American Petroleum Institute Bulletin 2517, Evaporation Loss from External Floating-Roof Tanks, Second Edition, February 1980 (incorporated by reference—see §60.17).

(j) *Floating roof* means a storage vessel cover consisting of a double deck, pontoon single deck, internal floating cover or covered floating roof, which rests upon and is supported by the petroleum liquid being contained, and is equipped with a closure seal or seals to close the space between the roof edge and tank wall.

(k) *Vapor recovery system* means a vapor gathering system capable of collecting all hydrocarbon vapors and gases discharged from the storage vessel and a vapor disposal system capable of processing such hydrocarbon vapors and gases so as to prevent their emission to the atmosphere.

(l) *Reid vapor pressure* is the absolute vapor pressure of volatile crude oil and volatile nonviscous petroleum liquids, except liquified petroleum gases, as determined by ASTM D323–82 or 94 (incorporated by reference—see §60.17).

[39 FR 9317, Mar. 8, 1974; 39 FR 13776, Apr. 17, 1974, as amended at 39 FR 20794, June 14, 1974; 45 FR 23379, Apr. 4, 1980; 48 FR 3737, Jan. 27, 1983; 52 FR 11429, Apr. 8, 1987; 65 FR 61755, Oct. 17, 2000]

§ 60.112 Standard for volatile organic compounds (VOC).

(a) The owner or operator of any storage vessel to which this subpart applies shall store petroleum liquids as follows:

(1) If the true vapor pressure of the petroleum liquid, as stored, is equal to or greater than 78 mm Hg (1.5 psia) but not greater than 570 mm Hg (11.1 psia), the storage vessel shall be equipped with a floating roof, a vapor recovery system, or their equivalents.

(2) If the true vapor pressure of the petroleum liquid as stored is greater than 570 mm Hg (11.1 psia), the storage vessel shall be equipped with a vapor recovery system or its equivalent.

[39 FR 9317, Mar. 8, 1974; 39 FR 13776, Apr. 17, 1974, as amended at 45 FR 23379, Apr. 4, 1980]

§ 60.113 Monitoring of operations.

(a) Except as provided in paragraph (d) of this section, the owner or operator subject to this subpart shall maintain a record of the petroleum liquid stored, the period of storage, and the maximum true vapor pressure of that liquid during the respective storage period.

(b) Available data on the typical Reid vapor pressure and the maximum expected storage temperature of the stored product may be used to determine the maximum true vapor pressure from nomographs contained in API Bulletin 2517, unless the Administrator specifically requests that the liquid be sampled, the actual storage temperature determined, and the Reid vapor pressure determined from the sample(s).

(c) The true vapor pressure of each type of crude oil with a Reid vapor pressure less than 13.8 kPa (2.0 psia) or whose physical properties preclude determination by the recommended method is to be determined from available data and recorded if the estimated true vapor pressure is greater than 6.9 kPa (1.0 psia).

(d) The following are exempt from the requirements of this section:

(1) Each owner or operator of each affected facility which stores petroleum liquids with a Reid vapor pressure of less than 6.9 kPa (1.0 psia) provided the maximum true vapor pressure does not exceed 6.9 kPa (1.0 psia).

(2) Each owner or operator of each affected facility equipped with a vapor recovery and return or disposal system in accordance with the requirements of §60.112.

[45 FR 23379, Apr. 4, 1980]

Indiana Department of Environmental Management
Office of Air Quality

Technical Support Document (TSD) for a
Part 70 Operating Permit Renewal

Source Background and Description

Source Name:	Indianapolis Airport Authority
Source Location:	2825 West Perimeter Road & 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241
County:	Marion
SIC Code:	4581
Permit Renewal No.:	T097-25348-00156
Permit Reviewer:	Heath Hartley

The Indiana Department of Environmental Management, Office of Air Quality (IDEM, OAQ) has reviewed an operating permit renewal application from the Indianapolis Airport Authority relating to the operation of a collocated source consisting of an airfield, a stationary aerospace vehicle maintenance center which performs various maintenance tasks on aircraft and a central energy plant. Indianapolis Airport Authority operations are confined to the airfield and the stationary aerospace vehicle maintenance center.

History

On September 26, 2007, the Indianapolis Airport Authority (hereafter referred to as IAA) submitted an application to IDEM, OAQ requesting to renew its administrative Part 70 Operating Permit. IAA was issued its administrative Part 70 Operating Permit on June 26, 2003 (see Source Definition section).

Source Definition

This collocated airfield, aerospace vehicle maintenance center and central energy plant source consists of six (6) plants:

(a) Plant 1, Indianapolis Airport Authority (T097-25348-00156), is located at 2825 West Perimeter Road, Indianapolis, Indiana 46241 and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses), Indianapolis, Indiana 46241;

(b) Plant 2, BHMM Energy Services, LLC - IMC Central Energy Plant (T097-25314-00586), is located at 2745 South Hoffman Road, Suite 504, Indianapolis, Indiana 46241;

(c) Plant 3, AAR Aircraft Services, Indianapolis (T097-25347-00559), is located at 2825 West Perimeter Road, Indianapolis, Indiana 46241;

(d) Plant 4 Indianapolis Diversified Machining, Inc. (T097-25296-00560), is located at 2825 West Perimeter Road, Suite 106, Indianapolis, Indiana 46241;

(e) Plant 5, Chautauqua Airlines (T097-28370-00668), is located at 2825 West Perimeter Road, Indianapolis, IN 46241; and

(f) Plant 6, Skytanking (T097-28369-00667), is located at 2050 Hoffman Road, Indianapolis, IN 46241.

IDEM OAQ has determined that since the six (6) plants are located on contiguous or adjacent properties and are under common control of the same entity, the Indianapolis Airport Authority (IAA), they will be considered one (1) source.

Separate Part 70 Operating Permits are issued to the Indianapolis Airport Authority with Permit No. T097-25348-00156, BHMM Energy Services, LLC - IMC Central Energy Plant with Permit No. T097-25314-00586, AAR Aircraft Services, Indianapolis with Permit No. T097-25347-00559, Indianapolis Diversified Machining, Inc. with Permit No.: T097-25296-00560, Chautauqua Airlines with permit No. T097-28370-00668 and Skytanking with permit No. T097-28369-00667, solely for administrative purposes.

Permitted Emission Units and Pollution Control Equipment

This stationary source, located at Plant 1 at 2825 W. Perimeter Road and 7800 Col. H. Weir Cook Memorial Dr. (and various collocated addresses), Indianapolis, Indiana 46241, consists of the following permitted emission units and pollution control devices:

(a) Two (2) reciprocating internal combustion engines in the New Indianapolis Airport Terminal located at 7800 Airport Terminal Drive identified as emission unit 013 and emission unit 014. Each engine is diesel fuel fired and rated at 2200 horsepower. Each engine is a 4-stroke lean burn compression engine. Emission unit 013 exhausts to stack/vent V1 and emission unit 014 exhausts to stack/vent V2. Each engine is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 013 and emission unit 014 are each considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(b) Three (3) Jet Fuel Storage tanks installed in 1978 and subject to 40 CFR 60, Subpart K.

(1) One 840,000 gallon tank, equipped with a floating roof, identified as Stand A.

(2) Two 50,000 gallon storage tanks, UST, identified as Stand B-East and Stand B-West.

Insignificant Activities

This stationary source, located at Plant 1 at 2825 West Perimeter Road and 7800 Col. H. Weir Cook Memorial Drive (and various collocated addresses) Indianapolis, Indiana 46241, also includes the following insignificant activities which are specifically regulated, as defined in 326 IAC 2-7-1(21):

(a) One (1) reciprocating internal combustion engine in Fire Station # 1 located at 8300 North Service Road identified as emission unit 015. Emission unit 015 is diesel fuel fired and rated at 840 horsepower. Emission unit 015 is a 4-stroke lean burn compression engine. Emission unit 015 exhausts to stack/vent V3. Emission unit 015 is permitted in 2008 and has a manufacturing date of 2007. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 015 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(b) One (1) reciprocating internal combustion engine in the New Indianapolis Airport Parking Garage located at 7801 Airport Terminal Drive identified as emission unit 016. Emission unit 016 is diesel fuel fired and rated at 1495 horsepower. Emission unit 016 is a 4-stroke lean burn compression engine. Emission unit 016 exhausts to stack/vent V4A and V4B. Emission unit 016 is permitted in 2008 and has a manufacturing date of 2006. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 016 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(c) One (1) reciprocating internal combustion engine in the Airport Operations Center - Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 018. Emission unit 018 is diesel fuel fired and rated at 1528 horsepower. Emission unit 018 is a 4-stroke lean burn compression engine. Emission unit 018 exhausts to stack/vent V6. Emission unit 018 is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 018 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(d) One (1) reciprocating internal combustion engine in Parking Access Revenue Control (PARC) located at 8081 Airport Terminal Drive identified as emission unit 021. Emission unit 021 is diesel fuel fired and rated at 133 horsepower. Emission unit 021 is a 4-stroke lean burn compression engine. Emission unit 021 exhausts to stack/vent V7. Emission unit 021 is permitted in 2008. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit 021 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(e) One (1) Caterpillar Standby 500 emergency generator identified as Caterpillar Standby 500, rated at 831 horsepower, located in the Midfield Electrical Vault, permitted in 2007. This emergency generator is a replacement of an existing 750 horsepower generator. Under 40 CFR 60.4200, Subpart IIII, and 40 CFR 63, Subpart ZZZZ, emission unit Caterpillar Standby 500 is considered an affected facility. [40 CFR 60, Subpart IIII][40 CFR 63, Subpart ZZZZ]

(f) The following degreasing operations that do not individually exceed 145 gallons per 12 months, except if subject to 326 IAC 20-6 [326 IAC 8-3]:

(1) One (1) System One cold cleaner degreaser and one (1) Mirachem cold cleaner degreaser each located in the Airfield Maintenance Building at 2500 S. High School Rd.

(2) One (1) cold cleaner degreaser at IMC Facility Maintenance; one (1) cold cleaner degreaser at IMC tool repair cage.

(g) Paved and unpaved roads and parking lots with public access. [326 IAC 6-4]

The following is a listing of emission units and pollution control device(s) that are not being incorporated into the Part 70 Operating Permit Renewal because each emission unit is not a specifically regulated insignificant activity at IAA. However, the potential to emit from these emission units has been evaluated (see TSD Appendix A of SPM097-23240-00156 issued on August 8, 2007 and TSD Appendix A of SPM097-25025-00156 issued on April 28, 2008) to determine the source wide potential to emit regulated air pollutants and to determine the applicability of federal, state and local rules and New Source Review requirements.

(h) Water related trivial activities, including the following:

(1) One (1) 60 gallon water heater identified as emission unit 022. Emission unit 022 is located in the Airport Operations Center - Emergency Operations Center (AOC-EOC) located at 8101 South Service Road for on-site personal use and not related to any industrial or production process. Emission unit 022 is natural gas fired with a maximum heat input capacity of 0.125 million Btu per hour. Emission unit 022 was constructed in 2008.

(2) One (1) 100 gallon natural gas Hot Water Heater, Rheem G76-100B, with a maximum heat input capacity of 0.0755 million Btu per hour, constructed in 1990, located at the Midfield Program Office (MPO) at 2349 Aviation Drive.

(i) The following diesel emergency generators not exceeding one thousand six hundred (1600) horsepower located at 7800 Col. H. Weir Cook Memorial Drive:

(1) One (1) Caterpillar-Perkins emergency generator rated at 226 horsepower, located in the Old Terminal Building-LAN Computer Room.

(2) One (1) Caterpillar-Perkins emergency generator rated at 70 horsepower, located in the Old South Tug Guard Shack.

(3) One (1) Caterpillar-Perkins emergency generator rated at 70 horsepower, located in the Gate 10 Guard Shack.

(4) One (1) Caterpillar-Perkins emergency generator rated at 70 horsepower, located in the Midfield Road Access Gate.

(5) One (1) Cummins Model 1009 Straight 6 emergency generator rated at 535 horsepower, located in the Old Terminal – Substation – Main Concourse.

(6) One (1) Cummins Model 1010 Straight 6 emergency generator rated at 750 horsepower, located in the Airfield Maintenance Electrical Vault.

(7) One (1) Ford Model 1008 Straight 6 emergency generator rated at 300 horsepower, located in the Airport Fire Station #2.

(8) One (1) Generac Model 2000 emergency generator rated at 340 horsepower, located in the Airfield Maintenance building.

(j) The following natural gas emergency generators not exceeding sixteen thousand (16,000) horsepower located at 7800 Col. H. Weir Cook Memorial Drive:

(1) One Natural Gas Emergency Generator, Caterpillar, 600 hp, constructed in 1990, located at the Midfield Program Office (MPO) at 2349 Aviation Drive.

(k) The following storage tanks located at 7800 Col. H. Weir Cook Memorial Drive:

(1) Two (2) above ground 8,000 gallon diesel storage tanks.
(2) One (1) above ground 5,000 gallon unleaded gas storage tank.
(3) Storage tanks with capacity less than or equal to 1,000 gallons and annual throughputs equal to or less than 12,000 gallons.

(l) One (1) Paint Booth, identified as emission unit Paint Booth, equipped with two (2) HVLP paint systems used to paint maintenance equipment, equipped with dry filters, installed in 1974, located in the Airfield Maintenance building at 7800 Col. H. Weir Cook Memorial Drive.

(m) Four (4) Jet A fuel storage tanks of a capacity of 25,000 gallons or approximately 95 cubic meters, with potential VOC emissions of less than 3 pounds per hour and less than 10 tons per year located in the fuel farm on the east side of the aerospace vehicle maintenance center at 2825 West Perimeter Road.

(n) Natural gas-fired combustion sources with heat input equal to or less than ten million (10,000,000) British thermal units per hour, including the following:

(1) One (1) Kewanee boiler, identified as hot water heater, identified as emission unit # 4, permitted in 2007,with maximum heat input capacity of 8.998 million Btu per hour, located in the Airfield Maintenance building at 2500 South High School Road. [326 IAC 6.5-1]

(2) One (1) Weil McClain boiler, identified as hot water heater, identified as emission unit # 5, permitted in 2007, with maximum heat input capacity of 2.247 million Btu per hour, located in the International Arrivals building at 2500 South High School Road. [326 IAC 6.5-1]

(3) Two (2) natural gas fired boilers in the Airport Operations Center-Emergency Operations Center (AOC-EOC) located at 8101 South Service Road identified as emission unit 019 and 020. Each boiler is rated at 1.0 million Btu per hour. Emission unit 019 and emission unit 020 were each permitted in 2008. [326 IAC 6.5-1]

(4) Two (2) natural gas fired boilers, both LAARS Neotherm Model NTH0500, hot water, 0.5 million Btu/hr, constructed in 2009, located at the Midfield Program Office (MPO) at 2349 Aviation Drive. [326 IAC 6.5-1]

Emission Units and Pollution Control Equipment Removed From the Source

There have been no emission units or control equipment removed from IAA (T097-00156).

Existing Approvals

Since the issuance of Part 70 Operating Permit T097-9602-00156 to IAA on December 29, 2005, IAA has constructed or has been operating under the following approvals as well:

(a) Part 70 Administrative Amendment No. 097-21243-00156 issued on October 14, 2005.
(b) Part 70 Administrative Amendment No. 097-22385-00156 issued on December 29, 2005.
(c) Part 70 Administrative Amendment No. 097-23165-00156 issued on November 30, 2006.
(d) Significant Permit Modification No. 097-23240-00156 issued on August 8, 2007.
(e) Significant Permit Modification No. 097-25025-00156 issued on April 28, 2008.

All terms and conditions of previous permits issued pursuant to permitting programs approved into the state implementation plan have been either incorporated as originally stated, revised, or deleted by this permit. All previous registrations and permits are superseded by this permit.

Conditions D.11.1, D.11.3 and D.11.4 of the Significant Permit Modification No. 097-25025-00156 issued on April 28, 2008, as shown below, are no longer applicable and are not incorporated into the Part 70 Operating Permit Renewal T097-25348-00156.

~~D.11.1 PSD Minor Limit [326 IAC 2-2]~~

~~Pursuant to 326 IAC 2-2 (Prevention of Significant Deterioration (PSD) Requirements), emission unit 013, 014, 015, 016, 017, 018 and 021 are each subject to the following requirements:~~

~~(a) NO_x emissions from emission unit 013, 014, 015, 016, 017 and 018 shall each not exceed 3.2 pounds per million Btu of heat input.~~

~~(b) NO_x emissions from emission unit 021 shall not exceed 4.41 pounds per million Btu of heat input.~~

~~(c) The total amount of diesel fuel and diesel fuel equivalents burned in emission units 013, 014, 015, 016, 017, 018 and 021 shall not exceed a combined total of 175,400 gallons per twelve (12) consecutive month period with compliance determined at the end of each month. Every gallon of diesel fuel burned in emission unit 021 is equivalent to 1.38 gallons burned in emission unit 013, 014, 015, 016, 017 and 018.~~

~~Compliance with these emission limits, combined with the potential to emit from emission units 019 and 020, will limit the potential to emit from this project to less than forty (40) tons of NO_X emissions per twelve (12) consecutive month period and render 326 IAC 2-2 not applicable.~~

~~D.11.3 Record Keeping Requirements~~

~~To document compliance with preceding conditions D.11.1, the Permittee shall;~~

~~(a) Maintain records of the amount of diesel fuel and diesel fuel equivalents burned in emission unit 013, 014, 015, 016, 017, 018 and 021 each month.~~

~~(b) All records shall be maintained in accordance with Section C - General Record Keeping Requirements, of this permit.~~

~~D.11.4 Reporting Requirements~~

~~Quarterly summaries of the information to document compliance with Condition D.11.1 shall be submitted to the addresses listed in Section C - General Reporting Requirements, of this permit, using the reporting forms located at the end of this permit, or their equivalent, within thirty (30) days after the end of the quarter being reported. The report submitted by the Permittee does require the certification by the "responsible official" as defined by 326 IAC 2-7-1(34).~~

Reason not incorporated: At the time that these emergency generator emission units, 013, 014, 015, 016, 017 and 018, were added to this collocated source, the nested fossil fuel fired boilers at this source had the potential to emit NO_X of greater than one hundred (100) tons per year and did not have an existing permit condition enforceably limiting NO_X emissions from the nested fossil fuel fired boilers or the entire collocated source to less than the major source threshold. The nested fossil fuel fired boilers are on the list of 28 source categories under 326 IAC 2-2. Therefore, the nested fossil fuel fired boilers were a major source under 326 IAC 2-2 (Prevention of Significant Deterioration (PSD) Requirements). The nested fossil fuel fired boilers at the aerospace vehicle maintenance center central energy plant should have gone through New Source Review for NO_X emissions when they were initially constructed in the 1990's. Actual NO_X emissions did not exceed one hundred (100) tons per year from the nested fossil fuel fired boilers or two hundred fifty (250) tons per year from the entire collocated source. As a result, BHMM (Plant 2 operations) submitted a request letter (assigned the application tracking number of 097-27035-00586 and combined into T097-25314-00586) to IDEM, OAQ on September 24, 2008 requesting that all nested fossil fuel fired boilers at this source have NO_X emissions enforceably limited to less than a combined one hundred (100) tons per year such that compliance with 326 IAC 2-2 will be demonstrated. Therefore, the Part 70 Operating Permit Renewal T097-25314-00586 for BHMM limits NO_X emissions from the nested fossil fuel fired boilers to less than one hundred (100) tons per year. Therefore, neither the nested fossil fuel fired boilers nor the entire collocated source is a major source under 326 IAC 2-2. The Significant Permit Modification Condition D.11.1 limiting the potential to emit from this project to less than forty (40) tons of NO_X emissions per twelve (12) consecutive month period such that 326 IAC 2-2 is no longer applicable. In addition, record keeping and quarterly reporting the total amount of diesel fuel and diesel fuel equivalents burned in these emission units is no longer applicable.

Enforcement Issue

There are no enforcement actions pending.

County Attainment Status

The source is located in Marion County.

Pollutant	Designation
SO_2	Better than national standards.
CO	Attainment effective February 18, 2000, for the part of the city of Indianapolis bounded by 11th Street on the north; Capitol Avenue on the west; Georgia Street on the south; and Delaware Street on the east. Unclassifiable or attainment effective November 15, 1990, for the remainder of Indianapolis and Marion County.
O_3	Attainment effective November 8, 2007, for the 8-hour ozone standard.[1]
PM10	Unclassifiable effective November 15, 1990.
NO_2	Cannot be classified or better than national standards.
Pb	Attainment effective July 10, 2000, for the part of Franklin Township bounded by Thompson Road on the south; Emerson Avenue on the west; Five Points Road on the east; and Troy Avenue on the north. Attainment effective July 10, 2000, for the part of Wayne Township bounded by Rockville Road on the north; Girls School Road on the east; Washington Street on the south; and Bridgeport Road on the west. The remainder of the county is not designated.
[1]Attainment effective October 18, 2000, for the 1-hour ozone standard for the Indianapolis area, including Marion County, and is a maintenance area for the 1-hour ozone National Ambient Air Quality Standards (NAAQS) for purposes of 40 CFR 51, Subpart X. The 1-hour designation was revoked effective June 15, 2005. Basic Nonattainment effective April 5, 2005 for PM2.5.	

(a) Ozone Standards

(1) On October 25, 2006, the Indiana Air Pollution Control Board finalized a rule revision to 326 IAC 1-4-1 revoking the one-hour ozone standard in Indiana.

(2) On November 9, 2007, the Indiana Air Pollution Control Board finalized a temporary emergency rule to re-designate Boone, Clark, Elkhart, Floyd, LaPorte, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, Shelby, and St. Joseph as attainment for the 8-hour ozone standard.

(3) Volatile organic compounds (VOC) and Nitrogen Oxides (NO_X) are regulated under the Clean Air Act (CAA) for the purposes of attaining and maintaining the National Ambient Air Quality Standards (NAAQS) for ozone. Therefore, VOC and NO_X emissions are considered when evaluating the rule applicability relating to ozone. Marion County has been designated as attainment or unclassifiable for ozone. Therefore, VOC and NO_X emissions were reviewed pursuant to the requirements for Prevention of Significant Deterioration (PSD), 326 IAC 2-2.

(b) PM2.5

Marion County has been classified as nonattainment for PM2.5 in 70 FR 943 dated January 5, 2005. On May 8th, 2008, U.S. EPA promulgated specific New Source Review rules for PM2.5 emissions, and the effective date of these rules was July 15th, 2008. Therefore, direct PM2.5 and SO_2 emissions were reviewed pursuant to the requirements of Nonattainment New Source Review, 326 IAC 2-1.1-5. See the State Rule Applicability – Entire Source section.

(c) Other Criteria Pollutants
Marion County has been classified as attainment or unclassifiable in Indiana for PM10, SO_2, CO and Lead. Therefore, these emissions were reviewed pursuant to the requirements for Prevention of Significant Deterioration (PSD), 326 IAC 2-2.

(d) Fugitive Emissions
This existing source consists of an airfield (primary operation) with fossil fuel fired boilers, a collocated aerospace vehicle maintenance center (including AAR, IDM and Chautauqua) and a collocated central energy plant (BHMM) utilizing fossil fuel fired boilers (or combinations thereof) totalling more than two hundred fifity million (250,000,000) British thermal units per hour heat input, which is one of the 28 source categories, as specified in 326 IAC 2-2-1(gg)(1). IAA is not in one of the 28 listed source categories under 326 IAC 2-2. This collocated source is not in a source category for which a New Source Performance Standard was in effect on August 7, 1980. The entire source, including the aerospace vehicle maintenance center and central energy plant, is a minor stationary source under PSD (326 IAC 2-2) because the potential to emit of each regulated air pollutant after issuance of this Part 70 permit renewal is less than two hundred fifty (250) tons per year.

The fossil fuel fired boilers located at the collocated source is considered as one of the 28 source categories under 326 IAC 2-2 and is considered "nested" within a non-listed source. The potential to emit each regulated air pollutant after issuance of this Part 70 permit renewal from the "nested" fossil fuel fired boilers is less than one hundred (100) tons per year.

Unrestricted Potential Emissions

This table reflects the unrestricted potential emissions of the source.

Pollutant	PTE of the Entire Source (tons/year)
PM	less than 100
PM10	less than 100
PM2.5	less than 100
SO_2	greater than 100
VOC	greater than 100
CO	greater than 100
NO_X	greater than 100
Lead	negligible

Under the Part 70 Permit program (40 CFR 70), particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM10), not particulate matter (PM), is considered as a "criteria air pollutant".

HAPs	tons/year
Highest Single HAP	< 10
Combined HAP	< 25

(a) The potential to emit (as defined in 326 IAC 2-7-1(29)) of SO_2, VOC, CO and NO_X are each equal to or greater than 100 tons per year. Therefore, the source is subject to the provisions of 326 IAC 2-7.

Part 70 Permit Conditions

This source is subject to the requirements of 326 IAC 2-7, pursuant to which the source has to meet the following:

(a) Emission limitations and standards, including those operational requirements and limitations that assure compliance with all applicable requirements at the time of issuance of Part 70 permits.

(b) Monitoring and related record keeping requirements which assume that all reasonable information is provided to evaluate continuous compliance with the applicable requirements.

Potential to Emit After Issuance

The table below summarizes the potential to emit, reflecting all limits, of the emission units at IAA, and the limited potential to emit of the entire collocated source. Any control equipment is considered federally enforceable only after issuance of this Part 70 permit renewal, and only to the extent that the effect of the control equipment is made practically enforceable in the permit.

Total Nested Boilers at IMCCEP and IAA							
Process/ Emission Unit	**PM**	**PM10**	**PM2.5**	**SO_2**	**VOC**	**CO**	**NO_X**
IMCCEP Boiler #1	0.79	0.51	0.51	< 89.06	0.30	< 85.90	< 83.20
IMCCEP Boiler #2	1.58	1.02	1.02		0.61		
IMCCEP Boiler #3	7.63	4.96	4.96		2.94		
IMCCEP Boiler #4	7.63	4.96	4.96		2.94		
Total for Nested Boilers	**17.94**	**12.72**	**12.72**	**< 89.15**	**7.7**	**< 85.90**	**< 83.20**
Major Source Threshold	**100**	**100**	**100**	**100**	**100**	**100**	**100**

Total Collocated Source (tons/yr.)							
Process / Emission Unit	**PM**	**PM_{10}**	**$PM_{2.5}$**	**SO_2**	**VOC**	**CO**	**NOx**
Chautauqua Airlines:							
Hangar 7	0.0	0.0	0.0	negl.	0.0	negl.	negl.
Skytanking:							
Insignificant Activity (Emission Unit 017 Emergency Generator)	0.3	0.1	0.1	0.8	0.2	5.9	4.8
Insignificant Activities (Storage tanks TK1, TK2 & TK3)	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Indianapolis Airport Authority:							
EU-013 Emergency Generator	0.5	0.2	0.2	1.3	0.4	10.3	8.4
EU-014 Emergency Generator	0.5	0.2	0.2	1.3	0.4	10.3	8.4
Insignificant Activity EU-015 Emergency Generator	0.2	0.1	0.1	0.5	0.1	3.9	3.2
Insignificant Activity EU-016 Emergency Generator	0.3	0.1	0.1	0.9	0.3	7.0	5.7
Insignificant Activity EU-018 Emergency Generator	0.3	0.2	0.2	0.9	0.3	7.1	5.8
Insignificant Activity EU-021 Emergency Generator	negl.	negl.	negl.	0.1	negl.	0.6	0.5
Insignificant Activity Cat Standby 500 Emergency Generator	0.2	0.1	0.1	0.5	0.1	3.5	2.9
Insignificant Activity (Airfield degreasing - Mirachem cold cleaner)	0.0	0.0	0.0	0.0	1.1	0.0	0.0

Total Collocated Source (tons/yr.)							
Process / Emission Unit	**PM**	**PM_{10}**	**$PM_{2.5}$**	**SO_2**	**VOC**	**CO**	**NOx**
Insignificant Activities Natural gas fired combustion units < 100 mmBtu/hr (4, 5, 19, 20 & 22 at 7800 Col. H. Weir Cook Memorial Drive)	0.1	0.5	0.5	0.0	0.3	5.3	6.3
Storage Tanks (Stand A, Stand B-East, Stand B-West)	negl.	negl.	negl.	negl.	28	negl.	negl.
Insignificant Activities (diesel generators at 7800 Col. H. Weir Cook Memorial Drive < 600 HP)	0.4	0.4	0.4	0.4	0.5	1.3	6.2
Insignificant Activities (diesel generators at 7800 Col. H. Weir Cook Memorial Drive > 600 HP)	0.1	0.1	0.1	0.5	0.1	1.0	4.5
Insignificant Activities (storage tanks at 7800 Col. H. Weir Cook Memorial Drive)	0.0	0.0	0.0	0.0	negl.	0.0	0.0
Insignificant Activity (four (4) Jet A fuel storage tanks at 7800 Col. H. Weir Cook Memorial Drive)	0.0	0.0	0.0	0.0	negl.	0.0	0.0
Other:							
Insignificant Activities at IMCCEP (097-00586)	2.40	2.40	2.40	4.20	2.40	10.30	45.50
AAR Emission Units (097-00559)	1.20	2.10	2.10	0.10	24.10	13.30	15.77
Limited PTE Nested Boilers	**17.94**	**12.72**	**12.72**	**< 89.15**	**7.70**	**99.88**	**99.85**
Total - Entire Collocated Source	**< 250**	**< 250**	**< 100 (4)**	**< 100 (4)**	**< 250**	**< 250**	**< 250**
PSD Major Source Threshold	**250**	**250**	**-**	**-**	**250**	**250**	**250**
Nonattainment NSR Major Source Threshold	**-**	**-**	**100**	**100**	**-**	**-**	**-**

(1) PM emissions based on calculations submitted by the applicant for the initial Part 70 Operating Permit. PM10 and PM2.5 emissions are considered equivalent to PM emissions.
(2) Source estimated PTE using coatings to comply with 326 IAC 8-1-6.
(3) Based on the limited potential to emit from the nested fossil fuel fired boilers that are considered as one of the 28 listed source categories pursuant to 326 IAC 2-2.
(4) With consideration to Nonattainment NSR and the entire collocated source containing a nested source.

(a) This existing stationary source is not major for PSD because the emissions of each regulated pollutant are less than two hundred fifty (250) tons per year. This existing stationary source is not major for PSD because the emissions of each regulated pollutant from the nested fossil fuel fired boilers, which are considered as one of the twenty-eight (28) listed source categories, are each less than one hundred (100) tons per year.

(b) This existing source is not a major stationary source, under nonattainment new source review rules (326 IAC 2-1.1-5), since direct PM2.5 and SO_2 from the entire collocated source are each not emitted at a rate of one hundred (100) tons per year or more.

Federal Rule Applicability

(a) Pursuant to 40 CFR 64.2, Compliance Assurance Monitoring (CAM) is applicable to existing emission units that involve a pollutant-specific emission unit and meet the following criteria:

(1) has a potential to emit before controls equal to or greater than the major source threshold for the pollutant involved;

(2) is subject to an emission limitation or standard for that pollutant; and

(3) uses a control device, as defined in 40 CFR 64.1, to comply with that emission limitation or standard.

IAA does not have any emission unit that has the potential to emit before controls equal to or greater than the major source threshold for the pollutant involved and uses a control device, as defined in 40 CFR 64.1, to comply with that emission limitation or standard. Therefore, IAA is not subject to 40 CFR 64.2, Compliance Assurance Monitoring (CAM).

(b) Each emergency generator identified as emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 is subject to the New Source Performance Standard 40 CFR Part 60.4200, Subpart IIII, (Standards of Performance for Stationary Compression Ignition Internal Combustion Engines), because each emission unit was constructed after July 11, 2005, and manufactured after April 1, 2006.

The Permittee shall comply with the provisions of this subpart for each emergency generator identified as emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 as follows:

(1) 40 CFR 60.4200(a)(2), (a)(3) & (b)
(2) 40 CFR 60.4205(a), (b) & (c)
(3) 40 CFR 60.4206
(4) 40 CFR 60.4207(a), (b) & (c)
(5) 40 CFR 60.4208
(6) 40 CFR 60.4209(a)
(7) 40 CFR 60.4211(a), (b), (c) & (e)
(8) 40 CFR 60.4212
(9) 40 CFR 60.4214(b)
(10) 40 CFR 60.4218
(11) 40 CFR 60.4219
(12) Tables 1, 5, and 8

The provisions of 40 CFR 60, Subpart A – General Provisions, which are incorporated as 326 IAC 12-1, apply to emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 except when otherwise specified in 40 CFR 60, Subpart IIII.

(c) Storage tanks Stand A, Stand B-East and Stand B-West are subject to New Source Performance Standard (NSPS), 40 CFR 60.110, Subpart K (Standards of Performance for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction, or Modification Commenced After June 11, 1973, and Prior to May 19, 1978), because the affected facility to which this subpart applies is a storage vessel for petroleum liquids which has a storage capacity greater than 151,412 liters (40,000 gallons). However, due to the true vapor pressure of the petroleum liquid being less than 1.0 psia Storage tanks Stand A, Stand B-East and Stand B-West shall not be subject to 40 CFR 60.112 or 40 CFR 60.113. Pursuant to Table 7.1-2 "PROPERTIES (M_v, W_{vc}, P_{va}, W_L) OF SELECTED PETROLEM LIQUIDS" from AP-42 jet fuel stored at this source has a true vapor pressure less than 1 psia.

Stand A, Stand B-East and Stand B-West are subject to the following portions of Subpart K:

(1) 40 CFR 60.110(a)
(2) 40 CFR 60.110(c)(1)
(3) 40 CFR 60.110(c)(2)

(4) 40 CFR 60.111
(5) 40 CFR 60.113(d)(1)

The provisions of 40 CFR 60, Subpart A – General Provisions, which are incorporated as 326 IAC 12-1, apply to Stand A except when otherwise specified in 40 CFR 60, Subpart K.

(d) Even though each emergency generator identified as emission unit 013, 014, 015, 016, 018 and 021 commenced construction on or after June 12, 2006, each emission unit is not subject to 40 CFR 60, Subpart JJJJ, (Standards of Performance for Stationary Spark Ignition Internal Combustion Engines) because none of the emergency generators are spark ignition internal combustion engines.

(e) Each emergency generator identified as emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 is subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP) for Reciprocating Internal Combustion Engines (RICE), 40 CFR 63, Subpart ZZZZ because this collocated source was a major HAP source with a site rating for the stationary RICE > 500 brake horsepower and each unit is an emergency stationary RICE that commenced construction or reconstruction on or after June 12, 2006. All other emergency generators located at 2500 South High School Road are existing emergency stationary RICE which commenced construction or reconstruction before December 19, 2002 and are not subject to Subpart ZZZZ and are not required to complete an initial notification.

The Permittee shall comply with the provisions of this subpart for each emergency generator identified as emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 as follows:

(1) 40 CFR 63.6580
(2) 40 CFR 63.6585
(3) 40 CFR 63.6590
(4) 40 CFR 63.6645
(5) 40 CFR 63.6675

Pursuant to 40 CFR 63.6645, the provisions of 40 CFR 60, Subpart A – General Provisions, apply to emission unit 013, 014, 015, 016, 018, 021 and Caterpillar Standby 500 except as otherwise specified in 40 CFR 63 Subpart ZZZZ.

State Rule Applicability - IAA Plant 1 Entire Source

326 IAC 1-5-2 (Emergency Reduction Plans)
The Permittee shall maintain the most recently submitted written emergency reduction plans (ERPs) consistent with safe operating procedures.

326 IAC 2-1.1-5 (Nonattainment New Source Review)
This existing source is not a major stationary source, under Nonattainment New Source Review (326 IAC 2-1.1-5), because the potential to emit PM2.5 and the limited potential to emit SO_2 are each less than 100 tons per year. Therefore, pursuant to 326 IAC 2-1.1-5, the Nonattainment New Source Review requirements do not apply.

326 IAC 2-2 (Prevention of Significant Deterioration (PSD))

(a) This stationary source is not major for PSD because the emissions of each regulated pollutant from the nested fossil fuel fired boilers, which are considered as one of the twenty-eight (28) listed source categories, are each less than one hundred (100) tons per year. SO_2, CO and NOx from all boilers are limited to less than 100 tons per year. Therefore, 326 IAC 2-2 does not apply to the nested fossil fuel fired boilers.

(b) This stationary source is not major for PSD because the emissions of each regulated pollutant from the entire source are each less than two hundred (250) tons per year. Therefore, 326 IAC 2-2 does not apply to the entire source.

326 IAC 2-4.1 (Major Sources of Hazardous Air Pollutants (HAP))

Painting, mixing and cleaning operations at IAA Plant 1 (T097-00156) are specifically regulated by 40 CFR 63, Subpart GG, which was issued pursuant to Section 112(d) of the CAA. Therefore, pursuant to 326 IAC 2-4.1-1(b)(2), this source is exempt from the requirements of 326 IAC 2-4.1.

326 IAC 2-6 (Emission Reporting)

This source is subject to 326 IAC 2-6 (Emission Reporting) because it is required to have an operating permit under 326 IAC 2-7 (Part 70 Permit Program). Pursuant to this rule, the Permittee shall submit an emission statement certified pursuant to the requirements of 326 IAC 2-6. In accordance with the compliance schedule specified in 326 IAC 2-6-3, an emission statement must be submitted triennially by July 1 beginning in 2005 and every 3 years thereafter. IAA submitted a 2008 emission statement report on July 1, 2008. Therefore, the next emission statement for this source must be submitted by July 1, 2011. The emission statement shall contain, at a minimum, the information specified in 326 IAC 2-6-4.

326 IAC 5-1 (Opacity Limitations)

Pursuant to 326 IAC 5-1-2 (Opacity Limitations), except as provided in 326 IAC 5-1-3 (Temporary Exemptions), opacity shall meet the following, unless otherwise stated in the permit:

(a) Opacity shall not exceed an average of thirty percent (30%) in any one (1) six (6) minute averaging period as determined in 326 IAC 5-1-4.

(b) Opacity shall not exceed sixty percent (60%) for more than a cumulative total of fifteen (15) minutes (sixty (60) readings as measured according to 40 CFR 60, Appendix A, Method 9 or fifteen (15) one (1) minute nonoverlapping integrated averages for a continuous opacity monitor) in a six (6) hour period.

326 IAC 6-4 (Fugitive Dust Emissions Limitations)

Pursuant to 326 IAC 6-4 (Fugitive Dust Emissions Limitations), the source shall not allow fugitive dust to escape beyond the property line or boundaries of the property, right-of-way, or easement on which the source is located, in a manner that would violate 326 IAC 6-4.

326 IAC 6-5 (Fugitive Particulate Matter Emission Limitations)

This source does not have the potential to emit fugitive particulate matter emissions greater than twenty five (25) tons per year and is not a new source of fugitive particulate matter emissions after December 13, 1985. Therefore, the requirements of 326 IAC 6-5 do not apply.

326 IAC 6.5 (Particulate Matter Limitations Except Lake County)

This source is located in Marion County and the source wide actual PM emissions are greater than 10 tons per year, therefore the provisions of 326 IAC 6.5 are applicable.

State Rule Applicability – IAA Plant 1 Individual Facilities

326 IAC 8-3 (Organic Solvent Degreasing Operations)

The degreasing operations were constructed after January 1, 1980, therefore 326 IAC 8-3-2 and 326 IAC 8-3-5 apply to the insignificant degreasing operations.

Compliance Determination and Monitoring Requirements

Permits issued under 326 IAC 2-7 are required to ensure that sources can demonstrate compliance with all applicable state and federal rules on a continuous basis. All state and federal rules contain compliance provisions, however, these provisions do not always fulfill the requirement for a continuous demonstration. When this occurs, IDEM, OAQ, in conjunction with the source, must develop specific conditions to satisfy 326 IAC 2-7-5. As a result, Compliance Determination Requirements are included in the permit. The Compliance Determination Requirements in Section D of the permit are those conditions that are found directly within state and federal rules and the violation of which serves as grounds for enforcement action.

If the Compliance Determination Requirements are not sufficient to demonstrate continuous compliance, they will be supplemented with Compliance Monitoring Requirements, also in Section D of the permit. Unlike Compliance Determination Requirements, failure to meet Compliance Monitoring conditions would serve as a trigger for corrective actions and not grounds for enforcement action. However, a violation in relation to a compliance monitoring condition will arise through a source's failure to take the appropriate corrective actions within a specific time period.

There are no compliance determination or monitoring requirements applicable to this source.

Recommendation

The staff recommends to the Commissioner that the Part 70 Operating Permit Renewal be approved. This recommendation is based on the following facts and conditions:

Unless otherwise stated, information used in this review was derived from the application and additional information submitted by the applicant. An application for the purposes of this review was received on September 26, 2007.

Conclusion

The operation of this collocated source which performs various maintenance tasks on aircraft and aircraft parts shall be subject to the conditions of the attached Part 70 Operating Permit Renewal No. T097-25348-00156.

Appendix A – Emission Calculations
Technical Support Document (TSD)

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Permit Reviewer: Heath Hartley
Date: 09/28/09

Summary of Potential to Emit

	Uncontrolled Potential To Emit (ton/yr)							**HAP**	
Process / Emission Unit	**PM**	**PM_{10}**	**$PM_{2.5}$**	**SO_2**	**NOx**	**VOC**	**CO**	**Single**	**Total**
EU-13 & EU-14	0.5	0.2	0.2	1.3	8.4	0.4	10.3	2.99E-03	6.06E-03
Tanks A, B-East & B-West	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.44	1.4
EU-15	0.2	0.1	0.1	0.5	3.2	0.1	3.9	1.14E-03	2.31E-03
EU-16	0.3	0.1	0.1	0.9	5.7	0.3	7.0	2.03E-03	4.12E-03
EU-18	0.3	0.2	0.2	0.9	5.8	0.3	7.1	2.08E-03	4.21E-03
EU-21	0.0	0.0	0.0	0.1	0.5	0.0	0.6	1.81E-04	3.66E-04
EU-500	0.2	0.1	0.1	0.5	2.9	0.1	3.5	1.02E-03	2.07E-03
Degreasing	0.1	0.1	0.1	0.0	0.0	1.3	0.0	0.17	0.18
Generators < 600 hp	0.4	0.4	0.4	0.4	6.2	0.5	1.3	2.62E-06	1.09E-05
Generators > 600 hp	0.1	0.1	0.1	0.5	4.5	0.1	1.0	1.02E-03	2.07E-03
Emission Units < 100 mmBtu/hr	0.1	0.5	0.5	0.0	6.3	0.3	5.3	1.13E-01	0.1
Emission Units from Chautauqua	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00898	0.00898
Emission Units from Skytanking	0.3	0.1	0.1	0.8	4.8	0.9	5.9	0.00171	3.46E-03
Emission Units from IMCCEP*	20.0	13.9	13.9	354.7	176.0	9.2	114.0	2.2223	2.332
Emission Units from AAR	1.2	2.1	2.1	0.1	15.8	24.1	13.3	1.32	4.21
Totals:	**23.8**	**18.0**	**17.9**	**360.7**	**240.0**	**65.3**	**173.3**	**1.9**	**8.3**

	Limited Potential To Emit (ton/yr)							**HAP**	
Process / Emission Unit	**PM**	**PM_{10}**	**$PM_{2.5}$**	**SO_2**	**NOx**	**VOC**	**CO**	**Single**	**Total**
EU-13 & EU-14	0.5	0.2	0.2	1.3	8.4	0.4	10.3	2.99E-03	6.06E-03
Tanks A, B-East & B-West	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.44	1.4
EU-15	0.2	0.1	0.1	0.5	3.2	0.1	3.9	1.14E-03	2.31E-03
EU-16	0.3	0.1	0.1	0.9	5.7	0.3	7.0	2.03E-03	4.12E-03
EU-18	0.3	0.2	0.2	0.9	5.8	0.3	7.1	2.08E-03	4.21E-03
EU-21	0.0	0.0	0.0	0.1	0.5	0.0	0.6	1.81E-04	3.66E-04
EU-500	0.2	0.1	0.1	0.5	2.9	0.1	3.5	1.02E-03	2.07E-03
Degreasing	0.1	0.1	0.1	0.0	0.0	1.3	0.0	1.70E-01	1.80E-01
Generators < 600 hp	0.4	0.4	0.4	0.4	6.2	0.5	1.3	3.67E-06	1.21E-05
Generators > 600 hp	0.1	0.1	0.1	0.5	4.5	0.1	1.0	1.02E-03	2.07E-03
Emission Units < 100 mmBtu/hr	0.1	0.5	0.5	0.0	6.3	0.3	5.3	1.13E-01	1.19E-01
Emission Units from Chautauqua	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00898	0.00898
Emission Units from Skytanking	0.3	0.1	0.1	0.8	4.8	0.9	5.9	1.71E-03	3.46E-03
Emission Units from IMCCEP*	20.0	13.9	13.9	89.1	83.2	9.2	85.9	2.22	2.33
Emission Units from AAR	1.2	2.1	2.1	0.1	15.8	24.1	13.3	1.32	4.21
Totals:	**23.9**	**17.9**	**17.9**	**95.1**	**147.2**	**65.3**	**145.2**	**1.9**	**8.3**

*IMCCEP emission units include Boilers #1 - #4 and insignificant units

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generators 13 & 14

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	2200.0
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	1,100,000
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.82E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.5	0.2	0.2	1.3	8.4	0.4	10.3

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr***	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	2.99E-03	1.08E-03	7.43E-04	3.04E-04	9.70E-05	3.03E-05	8.16E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter)
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	6.06E-03

Methodology

Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Storage Tanks

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Storage Tanks ID	Product Stored	Type of Tank	Tank Volumes	Tank Volumes (gal)	Date Installed
Stand A	Jet Fuel	Internal Floating Roof	113,825	840,000	1978
Stand B-East	Jet Fuel	UST	6,649	50,000	1978
Stand B-West	Jet Fuel	UST	6,649	50,000	1978

Storage Tanks ID	Tank Volumes (gal)	Turnovers	Throughput (Gal)	Working Loss	Working Loss Lbs/1000 gal	Breathing Loss
Stand A	840,000	57.14	40000000	204	0.0051	512
Stand B-East	50,000	402.14	20000000	9227.9	0.461395	9,307
Stand B-West	50,000	400	20000000	9243.16	0.462158	17,790
			80000000	18675.06		18,302

Maximum Product throughput (gal/yr)	80,000,000
Maximum working loss (lbs/1000 gal)	0.462158
Max emissions from Working Loss (lbs/yr)	36972.64
Breathing Loss for Product, (lbs/yr)	18,302.18
Total Emissions from Product (tons/yr)	27.6

HAP Emissions Estimates [1] (tons per year)						
Benzene	Ethylbenzene	Hexane	Toluene	Xylene	Trimethylpentane	Total
0.90%	0.10%	1.60%	1.30%	0.50%	0.80%	
0.25	0.03	0.44	0.36	0.14	0.22	1.44

The US EPA TANKS4 program was used to estimate the breathing and working losses from each tank

For each Tank, the withdrawl loss was then divided by the throughput that was placed in the TANKS4 program to determine the worst case unit working loss (lbs/1000 gallons)

[1] HAP Emission estimates based on data taken from "Gasoline Distribution Industry (Stage 1) - Background Information for Proposed Standards " for the MACT regulation, Table C-5 [EPA-453/R-94-002a]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generator 15

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	840
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	420,000
Sulfur Content (S) of Fuel (% by weight)	0.3

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.82E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.2	0.1	0.1	0.5	3.2	0.1	3.9

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	1.14E-03	4.13E-04	2.84E-04	1.16E-04	3.70E-05	1.16E-05	3.12E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**2.31E-03**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generator 16

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	1495
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	747,500
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.80E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.3	0.1	0.1	0.9	5.7	0.3	7.0

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	2.03E-03	7.35E-04	5.05E-04	2.06E-04	6.59E-05	2.06E-05	5.55E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**4.12E-03**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generator 18

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	1528
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	764,000
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.80E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.3	0.2	0.2	0.9	5.8	0.3	7.1

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	2.08E-03	7.51E-04	5.16E-04	2.11E-04	6.74E-05	2.11E-05	5.67E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter)
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**4.21E-03**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generator 21

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	133
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	66,500
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.80E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.0	0.0	0.0	0.1	0.5	0.0	0.6

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	1.81E-04	6.54E-05	4.49E-05	1.84E-05	5.87E-06	1.83E-06	4.93E-05

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter)
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**3.66E-04**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)

Generator Standby 500

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	750
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	375,000
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM**	PM10*	PM2.5*	SO2	NOx**	VOC	CO**
Emission Factor in lb/hp-hr	8.80E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	1.52E-02	7.05E-04	1.87E-02
Potential Emission in tons/yr	0.2	0.1	0.1	0.5	2.9	0.1	3.5

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**PM, NOx and CO emission factors taken from 40 CFR 60, Subpart IIII Table 1

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	1.02E-03	3.69E-04	2.53E-04	1.04E-04	3.31E-05	1.03E-05	2.78E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter)
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**2.07E-03**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emissions Calculations
Emergency Generators
Surface Coating & Degreasing & Storage Tanks
Airfield

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Material	Density (Lb/Gal)	Weight % Volatile (H20 & Organics)	Weight % Water	Weight % Organics	Volume % Water	Volume % Non-Volatiles (solids)	Gal of Mat. (gal/unit)	Maximum (unit/hour)	Pounds VOC per gallon of coating less water	Pounds VOC per gallon of coating	Potential VOC pounds per hour	Potential VOC pounds per day	Potential VOC tons per year	PM/PM10 (ton/yr)	lb VOC/gal solids	Transfer Efficiency
PPG DBU-1 Deltron Basecoat	8.6	66.00%	0.0%	66.0%	0.0%	47.00%	0.03750	1.000	5.64	5.64	0.21	5.08	0.93	0.14	12.01	70%
PPG DRR1170 Reducer	7.1	96.44%	0.0%	96.4%	0.0%	2.75%	0.01250	1.000	6.88	6.88	0.09	2.06	0.38	0.00	250.04	NA
State Potential Emissions				**Worst case coating/promotor, reducer, remover consumption, gallons per day**				**1.20**			**0.30**	**7.14**	**1.3**	**0.1**		

METHODOLOGY

Pounds of VOC per Gallon Coating less Water = (Density (lb/gal) * Weight % Organics) / (1-Volume % water)
Pounds of VOC per Gallon Coating = (Density (lb/gal) * Weight % Organics)
Potential VOC Pounds per Hour = Pounds of VOC per Gallon coating (lb/gal) * Gal of Material (gal/unit) * Maximum (units/hr)
Potential VOC Pounds per Day = Pounds of VOC per Gallon coating (lb/gal) * Gal of Material (gal/unit) * Maximum (units/hr) * (24 hr/day)
Potential VOC Tons per Year = Pounds of VOC per Gallon coating (lb/gal) * Gal of Material (gal/unit) * Maximum (units/hr) * (8760 hr/yr) * (1 ton/2000 lbs)
PM10 emission is assumed equal to PM
PM/PM10 Potential Tons per Year = (units/hour) * (gal/unit) * (lbs/gal) * (1- Weight % Volatiles) * (1-Transfer efficiency) *(8760 hrs/yr) *(1 ton/2000 lbs)
Pounds VOC per Gallon of Solids = (Density (lbs/gal) * Weight % organics) / (Volume % solids)
Total = Worst Coating + Sum of all solvents used

Degreasing
2 tanks x 145 gallons maximum usage each/12 months x 7.36 lbs VOC/gallon x ton/2000 pc **1.07** tons VOC/yr

Storage Tanks
IAA submitted with application that small storage tanks at IAA have the potential to emit **0.01** tons VOC/yr

Appendix A: Emissions Calculations
Emergency Generators
Surface Coating HAPs Emissions
Airfield

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Material	Density (Lb/Gal)	Gallons of Material (gal/unit)	Maximum Usage (unit/hour)	Weight % Xylene	Weight % Toluene	Weight % Ethyl Benzene	Xylene Emissions (ton/yr)	Toluene Emissions (ton/yr)	Ethyl Benzene Emissions (ton/yr)	Combined HAP Emissions (ton/yr)
PPG DBU-1 Deltron Basecoat	8.6	0.03750	1.0	10.00%	40.00%	5.00%	0.14	0.01	0.01	
PPG DRR1170 Reducer	7.1	0.012500	1.0	7.00%	13.00%	1.00%	0.03	0.00	0.00	
Total State Potential Emissions							**0.17**	**0.01**	**0.01**	**0.18**

METHODOLOGY

HAPS emission rate (tons/yr) = Density (lb/gal) * Gal of Material (gal/unit) * Maximum (unit/hr) * Weight % HAP * 8760 hrs/yr * 1 ton/2000 lbs

Appendix A: Emissions Calculations
Emergency Generators
Diesel Fuel < 600 HP

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Unit Location	horsepower
Main Terminal -LAN Room	226
South Tug Guard Shack	70
Gate 10 Guard Shack	70
Midfield Road Access Gate	70
Main Terminal -Main Concourse	535
Airport Fire Station	300
Airfield Maintenance Bldg.	340
Midfield Program Office	600
sum total	2211

max heat input MMBtu / hr
5.6

	PM	PM10	SOx	NOx	VOC	CO
Emission Factor lbs / MMBtu	0.31	0.31	0.29	4.41	0.36	0.95
Potential Emissions lbs / hr	1.74	1.74	1.63	24.79	2.02	5.34
tons / yr @ 500 hrs / yr	0.4	0.4	0.4	6.2	0.5	1.3

Methodology
AP-42 App. A Conversion Facto 2.54E+03 Btu/horsepower hr
Emission Factor (lbs / MMBtu): from AP-42 Table 3.3-1 & 3.3-2 Emission Factors for Uncontrolled Gasoline and Diesel Industrial Engines
Diesel fuel Btu: 137000 Btu/gal (per AP-42 Appendix A)
Potential Emissions (lbs / hr): emfac x heat input
Potential Emissions (tons / yr): lbs / hr emissions x 500 operating hrs / yr x ton / 2000 lbs
if limited to: 500 annual operating hour 17153.3 gal/yr max annual diesel fuel consumption
NOX emissions in lb/MMCF = 4.41 lbs/MMBtu x 1000 Btu/cubic foot x 10^6 cubic feet/ 10^6 Btu = 4410 lbs/MMCF

Hazardous Air Pollutants (HAPs)

	Pollutant							
	Benzene	Toluene	Xylene	1,3-Butadiene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/MMBtu	9.33E-04	4.09E-04	2.85E-04	3.91E-05	1.18E-03	7.67E-04	9.25E-05	1.68E-04
Potential Emission in tons/yr	2.62E-06	1.15E-06	8.01E-07	1.10E-07	3.32E-06	2.16E-06	2.60E-07	4.72E-07

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter)
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Methodology

Potential Emission of Total HAPs (tons/yr)	1.09E-05

Emission Factors are from AP42 (Supplement B 10/96), Tables 3.3-1 and 3.3-2
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emission Calculations
Large Reciprocating Internal Combustion Engines - Diesel Fuel
Output Rating (>600 HP)
Maximum Input Rate (>4.2 MMBtu/hr)

Airfield Maintenance Electrical Vault Generator

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

Output Horsepower Rating (hp)	750.0
Maximum Hours Operated per Year	500
Potential Throughput (hp-hr/yr)	375,000
Sulfur Content (S) of Fuel (% by weight)	0.300

	Pollutant						
	PM*	PM10*	PM2.5*	SO2	NOx	VOC	CO
Emission Factor in lb/hp-hr	7.00E-04	4.01E-04	4.01E-04	2.43E-03 *(.00809S)*	2.40E-02 **see below	7.05E-04	5.50E-03
Potential Emission in tons/yr	0.13	0.08	0.08	0.46	4.50	0.13	1.03

*PM10 emission factor in lb/hp-hr was calculated using the emission factor in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).
**NOx emission factor: uncontrolled = 0.024 lb/hp-hr, controlled by ignition timing retard = 0.013 lb/hp-hr

Hazardous Air Pollutants (HAPs)

	Pollutant						
	Benzene	Toluene	Xylene	Formaldehyde	Acetaldehyde	Acrolein	Total PAH HAPs***
Emission Factor in lb/hp-hr****	5.43E-06	1.97E-06	1.35E-06	5.52E-07	1.76E-07	5.52E-08	1.48E-06
Potential Emission in tons/yr	1.02E-03	3.69E-04	2.53E-04	1.04E-04	3.31E-05	1.03E-05	2.78E-04

***PAH = Polyaromatic Hydrocarbon (PAHs are considered HAPs, since they are considered Polycyclic Organic Matter
****Emission factors in lb/hp-hr were calculated using emission factors in lb/MMBtu and a brake specific fuel consumption of 7,000 Btu / hp-hr (AP-42 Table 3.3-1).

Potential Emission of Total HAPs (tons/yr)	**2.07E-03**

Methodology
Emission Factors are from AP 42 (Supplement B 10/96) Tables 3.4-1 , 3.4-2, 3.4-3, and 3.4-4
Potential Throughput (hp-hr/yr) = [Output Horsepower Rating (hp)] * [Maximum Hours Operated per Year]
Potential Emission (tons/yr) = [Potential Throughput (hp-hr/yr)] * [Emission Factor (lb/hp-hr)] / [2,000 lb/ton]

Appendix A: Emissions Calculations
Natural Gas Combustion Only
MM BTU/HR <100

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

	Heat Input Capacity MMBtu/hr	Potential Throughput MMCF/yr
EU-04	8.998	78.8
EU-05	2.247	19.7
EU-19	1.00	8.8
EU-20	1	8.8
EU-22	0.125	1.1
(2) 2009 Boilers	1	8.8
Total	14.37	125.9

		Pollutant						
		PM*	PM10*	PM2.5*	SO2	NOx	VOC	CO
Emission Factor in lb/MMCF		1.9	7.6	7.6	0.6	100 **see below	5.5	84
Potential Emission in tons/yr	EU-04	0.1	0.3	0.3	0.0	3.9	0.2	3.3
	EU-05	0.0	0.1	0.1	0.0	1.0	0.1	0.8
	EU-19	0.0	0.0	0.0	0.0	0.4	0.0	0.4
	EU-20	0.0	0.0	0.0	0.0	0.4	0.0	0.4
	EU-22	0.0	0.0	0.0	0.0	0.1	0.0	0.0
	(2) 2009 Boilers	0.0	0.0	0.0	0.0	0.4	0.0	0.4
	Total:	0.1	0.5	0.5	0.0	6.3	0.3	5.3

*PM emission factor is filterable PM only. PM10 emission factor is filterable and condensable PM10 combined.

**Emission Factors for NOx: Uncontrolled = 100, Low NOx Burner = 50, Low NOx Burners/Flue gas recirculation = 32

Methodology

All emission factors are based on normal firing.

MMBtu = 1,000,000 Btu MMCF = 1,000,000 Cubic Feet of Gas

Emission Factors are from AP 42, Chapter 1.4, Tables 1.4-1, 1.4-2, 1.4-3, SCC #1-02-006-02, 1-01-006-02, 1-03-006-02, and 1-03-0

Potential Throughput (MMCF) = Heat Input Capacity (MMBtu/hr) x 8,760 hrs/yr x 1 MMCF/1,000 MMBtu

Emission (tons/yr) = Throughput (MMCF/yr) x Emission Factor (lb/MMCF)/2,000 lb/ton

Appendix A: Emissions Calculations
Natural Gas Combustion Only
MM BTU/HR <100
HAPs Emissions

Company Name: Indianapolis Airport Authority
Address City IN Zip: 2825 W. Perimeter Rd.
Permit Number: T097-25348-00156
Reviewer: Heath Hartley
Date: 9/28/2009

	HAPs - Organics					
	Benzene	Dichloroben		Formaldehy	Hexane	Toluene
Emission Factor in lb/MMcf	2.1E-03	1.2E-03		7.5E-02	1.8E+00	3.4E-03
Potential Emission in tons/yr Total	1.322E-04	7.553E-05		4.721E-03	1.133E-01	2.140E-04

	HAPs - Metals					
	Lead	Cadmium		Chromium	Manganese	Nickel
Emission Factor in lb/MMcf	5.0E-04	1.1E-03		1.4E-03	3.8E-04	2.1E-03
Potential Emission in tons/yr Total	3.147E-05	6.923E-05		8.812E-05	2.392E-05	1.322E-04

Methodology is the same as page 1.

The five highest organic and metal HAPs emission factors are provided above.
Additional HAPs emission factors are available in AP-42, Chapter 1

Potential Emission of Total HAPs (tons/yr)	**1.19E-01**

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

SENT VIA U.S. MAIL: CONFIRMED DELIVERY AND SIGNATURE REQUESTED

TO: Todd Cavender
Indianapolis Airport Authority
7800 Col. H. Weir Cook Memorial Drive
Indianapolis, IN 46241

DATE: July 7, 2010

FROM: Matt Stuckey, Branch Chief
Permits Branch
Office of Air Quality

SUBJECT: Final Decision
Part 70 Opearting Permit Renewal
097-25348-00156

Enclosed is the final decision and supporting materials for the air permit application referenced above. Please note that this packet contains the original, signed, permit documents.

The final decision is being sent to you because our records indicate that you are the contact person for this application. However, if you are not the appropriate person within your company to receive this document, please forward it to the correct person.

A copy of the final decision and supporting materials has also been sent via standard mail to:
Airport Director
OAQ Permits Branch Interested Parties List

If you have technical questions regarding the enclosed documents, please contact the Office of Air Quality, Permits Branch at (317) 233-0178, or toll-free at 1-800-451-6027 (ext. 3-0178), and ask to speak to the permit reviewer who prepared the permit. If you think you have received this document in error, please contact Joanne Smiddie-Brush of my staff at 1-800-451-6027 (ext 3-0185), or via e-mail at jbrush@idem.IN.gov.

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

July 7, 2010

TO: Marion County Public Library - Wayne Branch

From: Matthew Stuckey, Branch Chief
Permits Branch
Office of Air Quality

Subject: **Important Information for Display Regarding a Final Determination**

Applicant Name: **Indianapolis Airport Authority**
Permit Number: **097-25348-00156**

You previously received information to make available to the public during the public comment period of a draft permit. Enclosed is a copy of the final decision and supporting materials for the same project. Please place the enclosed information along with the information you previously received. To ensure that your patrons have ample opportunity to review the enclosed permit, **we ask that you retain this document for at least 60 days.**

The applicant is responsible for placing a copy of the application in your library. If the permit application is not on file, or if you have any questions concerning this public review process, please contact Joanne Smiddie-Brush, OAQ Permits Administration Section at 1-800-451-6027, extension 3-0185.

Enclosures
Final Library.dot 11/30/07

Mail Code 61-53

IDEM Staff	GHOTOPP 7/7/2010 Indianapolis Airport Authority 097-25348-00156 Final		AFFIX STAMP HERE IF USED AS CERTIFICATE OF MAILING
Name and address of Sender	▶	Indiana Department of Environmental Management Office of Air Quality – Permits Branch 100 N. Senate Indianapolis, IN 46204	Type of Mail: **CERTIFICATE OF MAILING ONLY**

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1		Todd Cavender Indianapolis Airport Authority 7800 Col. H. Weir Cook Memorial Dr. Indianapolis IN 46241 (Source CAATS) via confirmed delivery									
2		Airport Director Indianapolis Airport Authority 2500 S High School Rd Indianapolis IN 46241 *(RO CAATS)*									
3		Marion County Health Department 3838 N, Rural St Indianapolis IN 46205-2930 *(Health Department)*									
4		Mrs. Sandra Lee Watson 7834 E 100 S Marion IN 46953 *(Affected Party)*									
5		Indianapolis City Council and Mayors Office 200 East Washington Street, Room E Indianapolis IN 46204 *(Local Official)*									
6		Lawrence City Council and Mayors Office 9001 East 59th Street #205 Lawrence IN 46216 *(Local Official)*									
7		Marion County Commissioners 200 E. Washington St. City County Bldg., Suite 801 Indianapolis IN 46204 *(Local Official)*									
8		Wayne Township Public Library 198 South Girl School Rd. Indianapolis IN 46231 *(Library)*									
9		Ms. Kathryn Watson Improving Kids Environment 8204 Claridge Rd Indianapolis IN 46260 *(Affected Party)*									
10		Matt Mosier Office of Sustainability 2700 South Belmont Ave. Administration Bldg. Indianapolis IN 46221 *(Local Official)*									
11		John Terrell AAR Aircraft Services 2825 W Perimeter Dr Indianapolis IN 46241 *(Affected Party)*									
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