March 29, 1995

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

Revision: March 4, 1996

ORDER OF APPROVAL TO CONSTRUCT No. 528a

Dear Ms. Souders:

On October 17, 1994 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) to install a diesel-fired standby emergency generator (500 KW) at the Naval Air Station, Whidbey Island. The generator will be located at Ault Field.

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed and evaluated subject to NWAPA Regulation Section 302, WAC 173-400-110, WAC 173-401, and WAC 173-460. A Determination of Nonsignificance was issued by NWAPA on March 13, 1995.

Subsequently, notification was provided to the NWAPA on February 20, 1996 that the installation comprised a generator set; two identical 500 kW generators, with one generator available as backup for the primary unit. This Order of Approval to Construct has been revised to reflect the installation of a generator set.

You are hereby granted approval to install a standby emergency generator set in the NWAPA jurisdiction subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted with the Notice of Construction and Application for Approval and other documents submitted for permit revision.

2. Each standby emergency generator shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.

3. The standby emergency generators, in total, shall not operate greater than four thousand (4000) hours per year, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.
4. The diesel fuel burned by the emergency generators shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

Please notify me, in writing, when the installation is complete and provide the expected date that you propose to begin operating the standby emergency generator set. An on-site inspection may be required before or after start-up. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the following fee is enclosed:

Order of Approval Modification Fee $100

Sincerely,

[Terry L. Nyman]

Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. A.M.

Revision: Modified to include two standby emergency generators.

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TLN: an
May 1, 1995

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 551

Dear Ms. Souders:

On April 24, 1995 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) for approval to install nine diesel-fired standby emergency generators ranging from 350 kW to 770 kW at the Naval Air Station, Whidbey Island. This Order of Approval to Construct provides formal regulatory approval for the nine standby generators which are already existing at the Naval Air Station, Whidbey Island. The generators are at the following locations:

<table>
<thead>
<tr>
<th>Building No</th>
<th>Building Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>382</td>
<td>Main Galley</td>
</tr>
<tr>
<td>385</td>
<td>Message Center</td>
</tr>
<tr>
<td>976</td>
<td>Data Processing</td>
</tr>
<tr>
<td>993</td>
<td>Hospital - Addition</td>
</tr>
<tr>
<td>2508</td>
<td>Transmitter Generator Building</td>
</tr>
<tr>
<td>2700</td>
<td>Naval Ocean Processing Facility</td>
</tr>
</tbody>
</table>

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures are employed. BACT for the generators is the use of low sulfur diesel fuel. The project was reviewed and evaluated subject to NWAPA Regulation Section 300 and 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by NWAPA on May 1, 1995.

You are hereby granted approval to install nine standby emergency generators in the NWAPA jurisdiction subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted with the Notice of Construction and Application for Approval.

2. The standby emergency generators shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.
3. The four Naval Ocean Processing Facility standby generators (each at 770 kW rated power) shall not operate greater than two thousand, five hundred (2,500) hours per year per generator, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.

4. The five standby generators located at buildings 382, 385, 976, 993, and 2508 (rated power from 350 to 545 kW) shall not operate greater than four thousand, five hundred (4,500) hours per year per generator, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.

5. The diesel fuel used by the generator shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The nine standby generators will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the Plan, Examination, Evaluation and Inspection Fee of $400 has been enclosed.

Sincerely,

[Signature]

Terry E. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E.
ORDER OF APPROVAL NO. 583

Dear Ms. Souders:

On March 14, 1996, a "Notice of Construction and Application for Approval" was submitted to the Northwest Air Pollution Authority (NWAPA) to construct and operate a 250 kW standby emergency electrical generator at the Naval Air Station, Whidbey Island (Ault Field) facility. The standby generator, identified as ICE-2614-01, will combust diesel fuel and provide backup power to the wastewater treatment plant in the event of loss of the primary power supply.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the NWAPA Regulation Section 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by the NWAPA on April 11, 1996.

You are hereby authorized to construct and operate the standby emergency generator subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted in the Notice of Construction and Application for Approval.

2. The standby emergency generators shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.

3. The generator will operate on low sulfur diesel with a maximum sulfur content of 0.05 wt.%, as per military specification. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

4. The generator shall not operate for more than five hundred (500) hours per year, including testing time. An annual record of hours run shall be maintained and provided to the NWAPA personnel upon request.
Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The standby emergency generator will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the generator was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for a total of $250 has been enclosed.

Sincerely,

[Signature]

Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. AN
June 24, 1996

K.A. Souders
Environmental Director
Department of the Navy
Naval Air Station Whidbey Island
Oak Harbor, Washington 98278-5000

ORDER OF APPROVAL NO. 593

Dear Ms. Souders:

The Department of the Navy submitted a "Notice of Construction and Application for Approval" on June 7, 1996 to construct and operate a 152 HP, diesel fuel fired metal baler at the Naval Air Station, Whidbey Island. The metal baler will consolidate waste metal at various locations on Ault Field and the Seaplane Base.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the Northwest Air Pollution Authority (NWAPA) Regulation Section 302 and Washington Administrative Codes 173-400-110, and 173-460. A Determination of Nonsignificance was issued by the NWAPA on June 20, 1996.

You are authorized to construct and operate the metal baler subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted in the Notice of Construction and Application for Approval.

2. The metal baler shall operate without producing visible emissions of greater than 10 percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.

3. The metal baler will operate on low sulfur diesel with a maximum sulfur content of 0.05 wt.%, as per military fuel specification. A fuel specification sheet from the fuel supplier shall be made available to the NWAPA personnel upon request.
A "Certificate of Approval to Operate" will be issued after we determine that the unit was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for a total of $250 has been enclosed.

Sincerely,

Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E.
November 27, 1996

K.A. Souders  
Environmental Director  
Department of the Navy  
Naval Air Station Whidbey Island  
Oak Harbor, Washington 98278-5000

ORDER OF APPROVAL NO. 594

Dear Ms. Souders:

On July 29, 1996, a "Notice of Construction and Application for Approval" was submitted to the Northwest Air Pollution Authority (NWAPA) to construct and operate two package boilers, each with a rated capacity of 53.1 MMBtu/hour heat input at the Naval Air Station, Whidbey Island facility. The boilers will combust natural gas as a primary fuel, with JP-8 jet fuel as a backup fuel.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the NWAPA Regulation Section 302, WAC 173-400-110, WAC 173-460, and Title 40 CFR 60 Subpart Dc Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units. A Determination of Nonsignificance was issued by the NWAPA on October 22, 1996. Public notice was provided in the Whidbey News-Times on October 26, 1996.

For this project, Best Available Control Technology (BACT) for nitrogen oxides was determined to be low-NOx burners and flue gas recirculation. BACT for carbon monoxide, sulfur dioxide, fine particulate matter, and volatile organic compounds and T-BACT for toxic air pollutants was determined to be good combustion control and fuel selection. You are hereby authorized to construct and operate the two boilers subject to the following conditions:

1. The boilers shall burn only natural gas or JP-8 jet fuel (for the jet fuel, a maximum sulfur content of 0.3 wt. %). Compliance with this condition will be demonstrated with military specification records requiring a jet fuel sulfur content of 0.3 wt. % or less.

2. The boilers shall be limited to combusting 1,412,400 gallons of JP-8 jet fuel per year, calculated on a rolling twelve month basis. Operators shall maintain records of the quantity of jet fuel burned and make them available to NWAPA personnel upon request.

3. Nitrogen oxide emissions from each boiler stack shall not exceed 0.05 lb/MMBtu when burning natural gas and 0.08 lb/MMBtu when burning JP-8 jet fuel.
4. Visual opacity from the boiler stacks shall not exceed 5 % percent for more than six minutes in any one hour period as determined by EPA Method 9 of 40 CFR Part 60 Appendix A, except that soot blowing/grate cleaning is allowed pursuant to WAC 173-400-040(1)(a) and NWAPA Regulation Section 451.12.

5. The boilers shall be subject to the applicable sections of Title 40 CFR 60, Subpart Dc, Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units.

6. Written notification of initial startup shall be provided to the NWAPA within the fifteen day period following startup.

Final approval to operate shall be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation. This approval does not relieve the applicant or owner of any requirement of any other governmental agency.

A "Certificate of Approval to Operate" will be issued after we determine that the unit was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of the Authority and the conditions of approval.

Please call Anne Naismith at (360) 428-1617 if you have any questions about the approval of this project. A statement for the plan, examination, evaluation and inspection fee ($4,000), the SEPA fee ($100), and the legal notice publication fee ($45), totalling $4,145.00 is enclosed.

Sincerely,

[Signature]

Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P. E.

h:\users\common\noc\misc\noc594.wpd
January 6, 1998

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
Code N44, Building 119
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 642

Dear Ms. Souders,

On December 16, 1997 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) for approval to install one diesel-fired standby emergency generator (rated 350 kW) at the Naval Air Station, Whidbey Island. This Order of Approval to Construct provides formal regulatory approval for the emergency generator. The generator will be designated as ICE-0198-02, and will replace generator ICE-0198-01 (150 kW).

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures are employed. Best Available Control Technology for the generator is the use of low sulfur diesel fuel. The project was reviewed and evaluated subject to NWAPA Regulation Section 300 and 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by the NWAPA on January 6, 1998.

You are hereby granted approval to install the standby emergency generator in the NWAPA jurisdiction subject to the following conditions:

1. The standby emergency generator shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9A.

2. The standby emergency generator shall not operate greater than four thousand (4,000) hours per year, including testing time. Annual records of the number of operating hours shall be recorded and made available to the NWAPA upon request. These records shall be retained for three years.

3. The diesel fuel used by the generator shall contain 0.05% by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.
Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The standby emergency generator will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the Plan, Examination, Evaluation and Inspection Fee of $150 has been enclosed.

Sincerely,

[Signature]

Terry L. Nymah
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E.  \( \ddot{U} \text{ N.} \)
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #644a

**Project Summary:** Construction of a 6,000-gallon aboveground E85 (approximately 85% ethanol, 15% gasoline) storage tank with remote dispenser and stage I vapor recovery at the existing Ault Field Naval Exchange Gasoline Station. Throughput is estimated to be 20,000 gallons per year initially, and 50,000 gallons per year by 2012. This permit covers both the existing facility and the new aboveground E85 storage tank.

**APPLICANT**
Keith Kuenzi  
Naval Air Station Whidbey Island  
1155 W. Lexington Street, Bldg. 113  
Oak Harbor, WA 98278-3800

**OWNER**
Naval Air Station Whidbey Island  
Environmental Division  
1155 W. Lexington Street, Bldg. 113  
Oak Harbor, WA 98278-3800

**FACILITY LOCATION:**
Ault Field Navy Exchange Gasoline Station, Building 2595, 1015 W. 5th Street  
Oak Harbor, WA 98278-3800

**Permit History**

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. All gasoline dispensing facility stage I equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWCAA section 580.

2. The E85 aboveground storage tank (AST) shall be equipped with a stage I vapor recovery system that shall be installed, operated, and maintained according to manufacturer specifications. All components in contact with E85 liquid and vapor must be E85 compatible. Stage 1 vapor recovery shall meet the following conditions:
   a) Only a two-point balance vapor recovery system may be used,
   b) The E85 AST shall be painted white, and
c) The E85 AST and vapor recovery system shall be constructed using the following components:
   i. Components approved for E85 service as listed in California Air Resources Board (CARB) Executive Order VR-101-K or other E85 compatible components as recognized by the CARB. Additionally,
      1. The pressure/vacuum valve may be an OPW 623V-3203,
      2. The drop/submerge fill tube may be an OPW 61fSTOP-305A,
      3. The vapor adaptor may be an OPW 61VSA-1020-EVR bronze adaptor, and the cap may be 1711T-7085-EVR, and
      4. The fill adaptor may be an OPW 1612AN-0300 with a Viton seal, and the cap may be OPW 6348B-0180.

3. Naval Air Station Whidbey Island shall conduct, and pass, the following test of the stage I vapor recovery system on the E85 AST after installation and prior to dispensing fuel, and at least once every three years thereafter, using the latest version of the following CARB test procedure: **TP-201.3B – Determination of Static Pressure Performance of Vapor Recovery Systems of Dispensing Facilities with Above-Ground Storage Tanks.** Results shall be kept on site and be readily available for inspection by the NWCAA.

4. All stage I equipment shall be continuously maintained and operated in a vapor tight manner and in good working condition. This includes but is not limited to:
   - Keeping all protective caps on tight and in the locked position.
   - Maintaining all sealing gaskets and poppet valves in good condition.
   - Assuring that vapor recovery hoses are attached and operated in a leak tight manner during fuel deliveries.
   - All reasonable and necessary measures shall be made to prevent spilling, discarding in sewers, storing in open containers or handling of fuel in a manner that will result in evaporation to the ambient air.

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Revision a: Modified permit to include E85 aboveground storage tank. Updated permit format and Agency name. Included CARB testing protocol for stage I vapor recovery system on E85 AST.
January 24, 1998

Keith Kuenzi
Naval Air Station Whidbey Island
110 W. Lexington Street, Bldg. 119
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT NO. 646

Dear Mr. Kuenzi,

On January 12, 1998, you submitted a Notice of Construction and Application for Removal of Stage II vapor recovery equipment at the Government Fleet Gasoline Station, Bldg. 2702 Forrestal Street (tanks 2623-01 & -02), Oak Harbor, Washington. The project was reviewed subject to Northwest Air Pollution Authority (NWAPA) Regulations 302 and 580, and Washington Administrative Code 173-400-110 and 173-491. A SEPA Determination of Non-Significance was issued by the Northwest Air Pollution Authority on January 24, 1998.

You are hereby granted approval to remove stage II equipment subject to the following conditions:


2. The stage I equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWAPA section 580.

3. Stage I equipment shall be maintained and operated in good working condition. This includes but is not limited to:
   - Keeping the protective caps on tight and in the locked position.
   - Maintaining all sealing gaskets and poppet valves in good condition.
   - Assuring vapor return hoses are attached and leak tight during product deliveries.

4. Approval shall become invalid if construction has not commenced within eighteen months of receipt of this OAC. The NWAPA may extend the eighteen-month period upon written request and a satisfactory showing that an extension is justified.

Final approval to operate shall be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations, when in actual operation.
We received a filing fee of $100 at the time the Notice of Construction application was submitted. A receipt is enclosed for your records.

Please call Dan Mahar at extension 203 if you have any questions about the approval of this project.

Sincerely,

Terry L. Nyman
Air Pollution Control Officer

enclosures: payment receipt

Reviewed by Annie Naismith, P.E.
Northwest Air Pollution Authority (NWAPA) hereby issues
Order of Approval to Construct (OAC) #755a

Project Summary: The Naval Air Station, Whidbey Island AIMD Support Equipment P2 Powder Coating and Blast Facility project includes installation of an abrasive media blast booth (RBL-PP995-01), an electrostatic powder coating spray booth (BTH-PP995-01), a curing oven (FRN-PP995-01), and a controlled pyrolysis cleaning furnace (FRN-PP995-02). The equipment will be used to paint facility equipment that includes both materials subject to the Aerospace NESHAP and materials exempt from the NESHAP.

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1155 W. Lexington Street (Bldg 113)
Oak Harbor, WA 98278-3800
NWAPA ID# 006-V-S

FACILITY LOCATION:
Ault Field, Oak Harbor, WA

Note that in addition to other applicable rules and regulations, this project is subject to applicable portions of the following federal regulations:

National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards
• Subpart A – General Provisions

Best Available Control Technology for the project has been determined to be:
• For the blast booth, complete enclosure of blasting operation and the use of a cartridge filter dust collector.
• For the paint booth, paint arrest exhaust filters and electrostatic powder coating application.
• For the curing oven, natural gas combustion in the oven.
• For the pyrolysis furnace, an afterburner control system.
As authorized by the Northwest Air Pollution Authority Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. For painting components subject to the Aerospace NESHAP, primers shall contain organic Hazardous Air Pollutants (HAPs) = 350 g/l (2.9 lb/gal), less water, as applied and Volatile Organic Compounds (VOCs) =350 g/l (2.9 lb/gal) less water and exempt solvents. Topcoats shall contain organic HAPs = 420 g/l (3.5 lb/gal), less water, as applied and VOCs =420 g/l (3.5 lb/gal) less water and exempt solvents as applied. Specialty coatings are exempt from this requirement.

2. For painting components subject to the Aerospace NESHAP, the application equipment used to apply primers or topcoats shall be operated according to facility procedures; and/or the manufacturer's specifications, whichever is most stringent, at all times.

3. Primers and topcoats to or from containers, tanks, vats, vessels, and piping systems shall be handled to minimize spills.

4. Primers and topcoats containing inorganic Hazardous Air Pollutants (HAPs) in quantities covered by the Aerospace NESHAP may not be applied to components subject to the Aerospace NESHAP in the paint booth. Records of the composition of primers and topcoats used in the paint booth shall be kept and made available to NWAPA upon request.

5. The blast booth may only be used to depaint components not subject to the Aerospace NESHAP or parts, subassemblies, and assemblies normally removed from the aerospace vehicle for depainting. Wings and stabilizers may not be depainted in the blast booth.

6. To monitor compliance with Conditions 1, 2, 4, and 5, a log shall be maintained containing the work order number, an item description, and the task identification number for each component and all equipment depainted in the blast booth or painted in the paint booth.

7. Coating and abrasive blasting shall only occur inside the fully enclosed booths.

8. Fine particulate (PM₁₀) emissions from the dust collection system shall not exceed 0.01 grains/dscf. The dust collection system shall be operating whenever the abrasive media blasting system is in use.

9. A differential pressure gauge shall be maintained on the blast booth's dust collector to determine static pressure drop across the filter elements. The dust collector pulse cleaning system pressure switch/gauge control system will be interlocked to prevent blasting activity when filter maintenance is required. The differential pressure drop shall be maintained as per manufacturer's recommendations and recorded each day of operation. Maintenance performed on the equipment shall be recorded for each maintenance activity.

10. No visible emissions from the blast booth shall be allowed. The blast booth exhaust will be observed for visual emissions once per month during the months the booth is operated.

11. The curing oven and pyrolysis furnace shall combust only natural gas.

12. The pyrolysis furnace's afterburners will maintain a minimum temperature of 1400 °F. The main furnace burners shall be interlocked with the afterburner system so that the burners will not ignite until the temperature in the thermal oxidation chamber is at a minimum of 1400 °F.

13. Procedures shall be maintained at the facility, available to NWAPA inspectors, instructing operators of which components prepared and painted in the booths are subject to the Aerospace NESHAP and which primers and topcoats may be used to paint those components.

14. Maintenance and operation manuals shall be available at all times to the equipment operators. The equipment shall be operated and maintained in accordance with the manufacturer's specifications.

Anne Naismith, PE  Lynn Billington, PE  James Randles
Permitting Engineer  Reviewing Engineer  Director
Naval Air Station, Whidbey Island
OAC #755a dated January 30, 2004

1) Revision a, January 30, 2004:
   a) Reformatted OAC to new format.
   b) Removed limitation to prepare and paint Ground Support Equipment only.
   c) Added Aerospace NESHAP requirements.
   d) Added Condition 6 to identify Aerospace NESHAP components and the coatings used on these components.
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #987

Project Summary: Install an Infrared Radiant (IR) natural gas-fired heating system for Hangars Nos. 6, 8, and 10 to replace a steam heating system for those hangars at the Naval Air Station, Whidbey Island. The IR heating system consists of multiple small (up to 110,000 BTU/hr) burners, a series of tubular heat exchangers, and a control system for each building.

FACILITY LOCATION:
Ault Field, 1155 West Lexington St., Oak Harbor, Washington
NWCAA ID: 158-V-I

Best Available Control Technology (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be the use of natural gas as fuel and good combustion practices.

As authorized by the Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Visible emissions shall not exceed five percent (5%) opacity for more than three minutes in any consecutive sixty-minute period as determined by Washington State Department of Ecology Method 9A.

2. Fuel combusted in the burners shall be limited to natural gas.

3. A written operating and maintenance (O/M) manual for each hangar’s IR system shall be kept on site and up-to-date. The O/M manual shall include practices for maintaining good air pollution control.

4. Written notification shall be sent to the NWCAA within 15 days of initial startup of each of the IR systems. An email message is sufficient for written notification.
Northwest Clean Air Agency (NWCAA) hereby issues Order of Approval to Construct #993

Project Summary: Pacific Tech Construction is replacing two diesel-fired emergency generators (ICE-2508-1 and -02) at the Naval Air Station Whidbey Island's Building 135 property with a single diesel-fired 200 kW emergency generator (ICE-2508-03). The generator, a Generac Model SD200 manufactured prior to April 1, 2006, will be used for backup power generation.

Contact: Mary Lou Gonzales
Naval Air Station, Whidbey Island
Environmental Affairs Department, N44
1155 W. Lexington St., Bldg 113
Oak Harbor, WA 98273-3800

FACILITY LOCATION:
Ault Field, 1155 West Lexington St., Oak Harbor, Washington
NWCAA ID: 158-V-I

Best Available Control Technology (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be:
- EPA tier 1 standards for the pre-April 2006 engine for NOx, PM, CO, and HC.
- On-road specification ultra-low sulfur diesel or biodiesel fuel combustion.

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. With the exception of Condition 2, the generator's engine shall combust diesel fuel with sulfur content no greater than 0.0015 wt%. To demonstrate compliance with this condition, the facility shall either obtain certificates of fuel analysis using an ASTM analytical method or obtain a certificate from the supplier showing the sulfur content of the fuel upon delivery. This record shall be available to the NWCAA upon request.

2. The engine may combust an alternative fuel (for example, a biodiesel blend) upon approval of the NWCAA. The facility may also use remaining non-compliant fuel that does not meet the 0.0015 wt% sulfur requirement for the purpose of using up existing fuel inventory at the Ault Field facility stored at the time of permit issuance.
The non-compliant fuel allowance is valid for a period up to twelve months from the date of permit issuance.

3. Visual emissions from generator #ICE-2508-03 shall not exceed ten percent (10%) opacity for more than three minutes in any sixty-minute period as determined by Department of Ecology Method 9A. Emissions during the initial five (5) minutes of operation (cold start-up) are exempt from this limit.

4. The emissions from the generator set stack exhaust shall be observed during daylight hours while the generator is in operation and under full load. The observation shall be made monthly for six consecutive months after initial startup. If at the end of the six month period of monthly monitoring visual emissions have consistently been zero, observations may continue semiannually. If any visual emissions are detected for more than two minutes during any observation (outside of the five minutes of cold start-up), visual emissions shall be reduced to zero or monitored by Ecology Method 9A as soon as possible and no later than six hours after detection. Also, visual emissions observation shall revert to monthly until six consecutive months of consistently zero observations have been recorded.

5. Generator ICE-2508-03 shall not operate for more than five hundred hours per year, including testing time. The generator shall be equipped with a device that records the number of operating hours. Records shall be kept of the number of hours the generator runs during each calendar year. These records shall be kept onsite for a minimum of five years and shall be available for inspection by the NWCAA.

6. All maintenance, visual emissions observations, and actions taken to resolve any visual emissions problems shall be recorded in a logbook kept on-site and readily available to the NWCAA upon request.

7. When the conditions of this permit are incorporated into the facility's Air Operating Permit, the results of each visual emissions observation, and/or Department of Ecology Method 9A test, and actions taken to resolve problems shall be reported to the NWCAA in the facility's semiannual monitoring report.

Annie Naismith, PE  Mark Asmundson
Permitting and Reviewing Engineer  Director
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #1021

Project Summary: Install 2 boilers, 7 hot water heaters, and an Infrared Radiant (IR) natural gas-fired heating system for aircraft Hangar 5.

John Mosher
Installation Environmental Program Manager
Naval Air Station, Whidbey Island
1155 W. Lexington Street (Bldg 113)
Oak Harbor, WA 98278-3800

United States Navy

FACILITY LOCATION:
Ault Field, 1155 West Lexington St., Oak Harbor, Washington

NWCAA ID: 158-V-1

Best Available Control Technology (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be the use of natural gas as fuel and good combustion practices.

As authorized by the Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Visible emissions from the boilers, hot water heaters and any individual IR heater shall not exceed five percent (5%) opacity for more than three minutes in any consecutive sixty-minute period as determined by Washington State Department of Ecology Method 9A.

2. Fuel combusted in the equipment shall be limited to natural gas.

3. A written operating and maintenance (O/M) manual for the boilers, hot water heaters, and IR equipment shall be kept on site and up-to-date. The O/M manual shall include practices for maintaining good air pollution control.

4. Written notification shall be sent to the NWCAA within 15 days of initial startup. An email message is sufficient for written notification.

5. NAS Whidbey shall maintain a list of the serial numbers of all equipment covered by this Order. The list shall be made available to the NWCAA upon request.

Mark Buford
Permitting Engineer

Lynn Billington, PE
Reviewing Engineer

Mark Asmundson, PE
Director
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #1030

Project Summary:  Remove Stage II gasoline vapor recovery equipment as allowed under NWCAA 580.6 and WAC 173-491-040.

APPLICANT
Amanda Muscavage
Naval Air Station Whidbey Island
Seaplane Base
2110 North Coral Sea Avenue
Oak Harbor, WA 98278

OWNER
Department of Defense
United States of America

FACILITY LOCATION:

2110 North Coral Sea Avenue (Seaplane Base) Oak Harbor, WA 98278

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

You are hereby granted approval to remove stage II equipment subject to the following conditions:

1. Order of Approval to Construct (OAC) No. 1030 supersedes and cancels OAC No. 710 dated September 1, 1999.

2. The stage 1 equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWCAA section 580.

3. Stage 1 equipment shall be maintained and operated in good working condition. This includes but is not limited to:
   • Keeping all protective caps on tight and in the locked position.
   • Maintaining all sealing gaskets and poppet valves in good condition.
   • Assuring vapor return hoses are attached and operated in a leak tight manner during fuel deliveries.
   • Using all reasonable necessary measures to prevent spilling, discarding in sewers, storing in open containers or handling of fuel in a manner that will result in evaporation to the ambient air.

Annie Naismith, PE     Mark Buford, PE     Lynn Billington, PE
Permitting Engineer    Reviewing Engineer    Director, Engineering Dept.
Northwest Clean Air Agency (NWCAA) hereby issues Order of Approval to Construct (OAC) #1081

Project Summary: Install a new automotive spray booth in Building 18 as a replacement to an existing booth being demolished with Building 49.

Approved Emission Unit:

- Automotive spray booth (BTH-0018-01); dimensions 32' x 16' x 16' with 48 20" x 20" filters, and an exhaust fan sized for 25,600 cfm.

APPLICANT

Naval Air Station, Whidbey Island  
1115 West Lexington  
Oak Harbor, WA 98278-3500  
NOC Contact: Keith Kuenzi

OWNER

NASWI Seaplane Base  
1115 W. Lexington Blvd. 103  
Oak Harbor, WA 98278

FACILITY LOCATION:

Building 18, Coral Sea Avenue, Oak Harbor, WA 98278

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Odors from the facility shall not result in a nuisance as determined by NWCAA staff at or beyond the property boundary.

2. All painters must be certified that they have completed training in the proper spray application of surface coatings and the proper setup and maintenance of spray equipment per training requirements no less stringent than those set forth for a new source in Subpart HHHHHH of 40 CFR part 63 (Subpart HHHHHH). The spray application of surface coatings is prohibited by persons who are not certified as having completed the required training.

3. All spray-applied coatings must be applied in the spray booth. The spray booth must:
   a. be ventilated at negative pressure so that paint overspray is drawn into filtration systems that are certified to comply with standards no less stringent than the 98% capture efficiency requirement in Subpart HHHHHH;
   b. be fully enclosed with a full roof and four complete walls; and
   c. be clearly labeled with permanent signage as “BTH-0018-01”.

Page 1 of 3
4. Spray booth exhaust shall leave the building via an unobstructed vertical stack extending to no less than six feet above the roof line.

5. Spray booth exhaust fans shall be operated during coating activities in the booth.

6. Compliance with the filter capture efficiency requirement in Condition 3 shall be certified by published data provided by filter vendors showing that filters have passed the test procedures no less stringent than those required in Subpart HHHHHHH. This data shall be maintained at the facility for each type of exhaust filter used at the facility.

7. Exhaust filters used to comply with Condition 3 shall be properly seated with no visible gaps between the filter and the filter mounting surface.

8. A differential pressure indicator shall be installed across the exhaust filter system of the spray booth. The gauge shall indicate the differential pressure across the filter media.
   a. The acceptable differential pressure range for each filter media type as established by the manufacturer or through engineering judgment shall be written on or nearby the gauge.
   b. Once per operating day, the gauge shall be checked to ensure that the filter systems are operating within the acceptable differential pressure range and the pressure differential noted in the log as described in Condition 17.e.
   c. If a filter system is not operating within the acceptable differential pressure range, the spray booth shall be shut down immediately until the problem has been identified and corrected.

9. The spray booth and spray guns shall be operated and maintained in accordance with the manufacturer’s specifications. Operation and maintenance (O&M) manuals for spray coating and air pollution control equipment (spray guns, booth, filters, and exhaust fan) shall be available to operators at all times and provided to the NWCAA upon request.

10. Chlorinated organic solvents (such as methylene chloride) shall not be used or stored onsite without prior written approval from the NWCAA. Any request for chlorinated organic solvent use shall include a demonstration that no satisfactory alternative exists.

11. Coatings containing Chromium VI shall not be used or stored onsite.

12. All spray-applied coatings must be applied with a high-volume, low-pressure (HVLP) spray gun, electrostatic application, or an equivalent technology that is demonstrated by the spray gun manufacturer to achieve a transfer efficiency comparable to HVLP technology for a comparable operation, and for which written approval has been obtained from the NWCAA.

13. Spray gun cleaning shall be done so that an atomized mist or spray of gun cleaning solvent and coating residue is not created outside of a container that collects used gun cleaning solvent. Spray gun cleaning may be done, for example, by hand cleaning of parts of the disassembled gun in a container of solvent, by flushing solvent through the gun without atomizing the solvent and paint residue, or by using a fully enclosed spray gun washer. Cleaning solvents shall be returned to closed containers after use.

14. Except during use, all volatile materials such as paints, primers, reducers, curing agents, and solvents shall be kept in closed containers at all times. Volatile waste
materials (including used wet, coating-laden cloth, paper, or any other absorbent applicators) shall be placed in designated containers that are kept closed at all times except when depositing or removing these materials from the container.

15. NASWI Seaplane Base shall notify NWCAA if solvent or spray-applied coating usage deviates from the usage profile submitted with Notice of Construction applications fourteen (14) days prior to usage change.

16. NASWI Seaplane Base shall use no more coatings or solvents during any consecutive 12-month period than is listed in the following table.

<table>
<thead>
<tr>
<th>Coating</th>
<th>Usage (gallon/consecutive 12-month period)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primers and fillers</td>
<td>144</td>
</tr>
<tr>
<td>Topcoatings</td>
<td>144</td>
</tr>
<tr>
<td>Solvents</td>
<td>24</td>
</tr>
<tr>
<td>Additives</td>
<td>60</td>
</tr>
</tbody>
</table>

17. NASWI Seaplane Base shall maintain:
   a. Certification of painter training pursuant to Condition 2;
   b. Filter system efficiency documentation pursuant to Condition 3 & 6; Spray gun transfer efficiency documentation pursuant to Condition 12;
   c. Materials safety data sheets (MSDSs) for solvents and coatings;
   d. A record of the total gallons of coatings and solvents used, updated monthly for the previous consecutive 12-month period; and
   e. A spray booth logbook containing records of all inspections, pressure differential readings, routine maintenance, and corrective actions required in this Order, with each record to include the date and time of the inspection, a brief description of any routine maintenance or corrective action taken, and the name of the person conducting the inspection.

All of the above records shall be maintained for at least five years after generation. Copies of records shall be kept onsite in a printed or electronic form for at least the first two years after generation, and may be kept off-site thereafter. All records shall be readily available for inspection upon request by the NWCAA.

18. A copy of this Order shall be maintained onsite and shall be readily available to facility personnel and, upon request, to the NWCAA.

19. The owner/operator shall notify the NWCAA in writing of the initial startup date of the permitted equipment. The notice shall include a reference to OAC 1081 and shall be postmarked no later than 15 days after the initial startup date.

Alan T. Butler, P.E.
Permit Engineer

Mark Buford, P.E.
Assistant Director
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #1100

Project Summary: Replacement of an existing 460 hp diesel-powered wood chipper with a new 475 hp diesel-powered wood chipper.

Approved Emission Unit:
- Rotochopper MC 266 wood chipper powered by a Caterpillar model 7CPXL15.2ESK, Tier 3 compliant, 475 hp diesel engine

APPLICANT
Dina Torgerson
Naval Air Station Whidbey Island
1115 West Lexington
Oak Harbor, WA 98278

OWNER
Naval Air Station Whidbey Island
1115 West Lexington
Oak Harbor, WA 98278

FACILITY LOCATION:
Area 6, Ault Field Road, Naval Air Station Whidbey Island, Oak Harbor, WA

Permit History
- As of the date of issuance, this Order supersedes NWCAA OAC #586 issued April 11, 1996.

Note that in addition to other applicable rules and regulations, this project is subject to applicable portions of the following federal regulations:

New Source Performance Standards
- 40 CFR 60 Subpart IIII – Standards of Performance for Stationary Compression Ignition Internal Combustion Engines
National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards


As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:\(^1\):

Fuel sulfur content limit

1. Sulfur content of the diesel fuel combusted in the engine powering the wood chipper shall not exceed 0.0015% (15 ppm) by weight. To demonstrate compliance with this condition, the permittee shall either use an appropriate method in 40 CFR 60.17 or obtain a certificate from the supplier showing the sulfur content of the fuel.

Opacity Limits

2. Visible emissions from the diesel engine shall not exceed 5 percent opacity on a six (6) minute block average basis measured by EPA Reference Method 9, except during startup. The startup period ends when the engine has been operating for 15 minutes.

3. Visible emissions from wood chipping equipment shall not exceed 5 percent opacity for more than three minutes in any one-hour period as measured by Washington Department of Ecology Method 9A.

Fugitive Emission Control Requirements

4. Water spray nozzles shall be used to reduce fugitive particulate emissions when the type and quantity of material might emit fugitive emissions beyond the immediate operating location.

5. The main road between the plant boundary and the immediate vicinity of the wood chipper shall be paved, surfaced with crushed gravel, or otherwise treated to minimize entrainment of particulate matter. If particulate matter entrainment is observed due to action of wind or passage of vehicles, cleaning, watering, or treatment with dust suppressant material shall be done until entrainment of particulate matter is no longer observed during wind or passage of vehicles.

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\(^1\) Nothing in this permit is intended to, or shall alter or waive any applicable law concerning the use of data for any purpose under the Act, generated by the reference method specified herein or otherwise [including but not limited to defenses, entitlements, challenges or clarifications related to the Credible Evidence Rule, 62. Fed. Reg. 8315 (Feb. 27, 1997)].
Northwest Clean Air Agency (NWCAA) hereby issues Order of Approval to Construct (OAC) 1131

**Project Summary:** Retrofit of existing paint booth BTH-2818-01 with NESHAP Subpart GG compliant filtration system. This project is a substantial upgrade to the emissions controls at an existing stationary source per Section 300.13 of the NWCAA Regulation.

**Approved Emission Units:**
- One (1) spray booth with a 40 CFR 63 Subpart GG-compliant three-stage exhaust filtration system and a 13,000 cfm fan.

**FACILITY LOCATION:**
3485 N. Langley Blvd Oak Harbor, WA 98278

In addition to other applicable rules and regulations, this emission unit is subject to applicable portions of the following federal regulations:

**National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards**
As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Odors from the facility shall not result in a nuisance at or beyond the property boundary as determined by NWCAA staff.

2. The filtration system and fan shall be installed and maintained in accordance with manufacturer recommendations.

3. Paint particulate matter and volatiles shall be exhausted from the spray booth through a filtration system certified to meet or exceed the requirements of 40 CFR 63.745(g)(2)(ii)(A). A copy of this certification shall be maintained on site. The filters shall be seated with no visible gaps during booth operation. The spray booth exhaust fan shall be operated during all coating activities in the booth.

4. A differential pressure gauge shall be installed and maintained across each of the three filter banks to measure the pressure differential. The acceptable pressure differential ranges shall be established based on filter manufacturer recommendations and shall be recorded on or nearby the gauges or on the pressure differential record.

5. Pressure differential across each bank of the filtration system shall be recorded at least once each shift while the exhaust fan is operating. Each record entry shall contain the time and date of the check, the pressure differential, and the initials of the person performing the check. If the pressure differential is not within the acceptable range, the spray booth shall be shut down immediately and operation shall not resume until the problem has been identified and corrected.

6. If differential pressure gauges other than inclined manometers are used (e.g., magnehelic gauges), their calibration must be checked at least once per quarter. To check the calibration of a differential pressure gauge, compare Δp readings of the gauge with those of a gauge-oil manometer at a minimum of three points, approximately representing the range of Δp values across the filter. If, at each point, the values of Δp as read by the differential pressure gauge and gauge-oil manometer agree to within 5 percent, the differential pressure gauge shall be considered to be in proper calibration. Otherwise, corrective action, such as calibration or replacement of the differential pressure gauge, shall be taken. The date of the accuracy test, as well as the accuracy measurements before and after any adjustments, shall be recorded.

7. Spray gun cleaning shall be performed so that an atomized mist or spray of gun-cleaning solvent and coating residue is not created outside of a container that collects used gun-cleaning solvent.

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1 Nothing in this permit is intended to, or shall, alter or waive any applicable law [including but not limited to defenses, entitlements, challenges or clarifications related to the Credible Evidence Rule, 62. Fed. Reg. 8315 (Feb. 27, 1997)] concerning the use of data for any purpose under the Act, generated by the reference method specified herein or otherwise.
8. Records of all inspections and corrective actions required in this Order shall be taken and maintained in accordance with 40 CFR 63.10(b)(1).

9. NWCAA shall be provided written notification of the startup date of the retrofitted spray booth. The notice shall be postmarked no later than 15 days after spray coating activities resume in the booth and shall include a reference to OAC 1131.

Alan T. Butler, P.E.
Engineer

Mark Buford, P.E.
Assistant Director
Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) 1282a

**Project Summary:** Install three new boilers at the hospital replacing a 8.4 MMBtu per hour boiler that was decommissioned and removed on February 13, 2017. The project will convert the hospital from being steam heated to being heated by hot water (hydronic).

**Approved Emission Units:**

- Two (2) Aerco Benchmark BMK3000, natural gas-fired condensing boilers with a maximum heat input capacity of 3 MMBtu per hour each (HHV). The boilers are equipped with burners having a NOx performance rating of 30 ppmv @ 3% oxygen.
- One (1) Bryan Model RV-700-W-150 boiler with a maximum heat input capacity of 7 MMBtu per hour (HHV). The boiler is equipped with dual-fuel burners with a NOx performance rating of 30 ppmv @ 3% oxygen when fired on natural gas, and an expected NOx performance of 70 ppmv @ 3% oxygen when fired on diesel.

<table>
<thead>
<tr>
<th>Owner/Operator</th>
<th>Facility Name and Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naval Air Station Whidbey Island</td>
<td>Naval Air Station Whidbey Island</td>
</tr>
<tr>
<td>Environmental, Building 103</td>
<td>Environmental, Building 103</td>
</tr>
<tr>
<td>1115 W. Lexington Street</td>
<td>1115 W. Lexington Street</td>
</tr>
<tr>
<td>Oak Harbor, WA 98278-3500</td>
<td>Oak Harbor, WA 98278-3500</td>
</tr>
<tr>
<td>Contact: Jennifer Stewart, Air Program</td>
<td>Manager</td>
</tr>
</tbody>
</table>

**Permit History**

- As of the date of issuance, this Order supersedes NWCAA OAC 1282 issued June 12, 2017.

Note that in addition to other applicable rules and regulations, the approved emission units are subject to applicable portions of the following federal regulations:

**National Emission Standards for Hazardous Air Pollutants (NESHAP)/Maximum Achievable Control Technology Standards (MACT)**

Issuance of this Order is authorized by Northwest Clean Air Agency Regulation Section 300. The Owner/Operator must comply with the following restrictions and conditions:\footnote{1}

1. Only natural gas shall be combusted in the Aerco and Bryan boilers, except that ultra-low sulfur diesel (ULSD) may be combusted in the Bryan boiler under the following restrictions.
   (A) During periods of natural gas curtailment or interruption.
   (B) During periodic testing, maintenance, or operator training when the combined hours for these activities is less than 48 hours per calendar year.

2. Compliance with the recordkeeping and reporting provisions of 40 CFR 63 Subpart DDDDD pertaining to fuel use shall be used to demonstrate compliance with Condition (1) of this Order.

3. Visible emission from the Bryan Boiler exhaust stack are prohibited that exceed zero percent opacity for more than an aggregate of 3 minutes in any consecutive 60-minute period as determined by Washington State Department of Ecology Method 9A.

4. Provide the NWCAA with written notice of the startup date of each boiler approved under this order. The notice(s) shall be postmarked no later than 15 days after startup and shall include a reference to OAC 1282.

Daniel A. Mahar, P.E.  
Environmental Engineer

Agata McIntyre, P.E.  
Engineering Manager

Revision a: Correct issue date error.

\footnote{1}{Nothing in this permit is intended to, or shall, alter or waive any applicable law [including but not limited to defenses, entitlements, challenges or clarifications related to the Credible Evidence Rule, 62 FR 8315 (Feb. 27, 1997)] concerning the use of data for any purpose under the Act, generated by the reference method specified herein or otherwise.}

Pursuant to Section 300.10 of the NWCAA Regulation and ch 43.21B RCW, this Order may be appealed to the Pollution Control Hearings Board (PCHB). To appeal to the PCHB, a written notice of appeal must be filed with the PCHB and a copy served upon the NWCAA within 30 days of the date the applicant receives this Order. Additional information regarding appeal procedures can be found at: http://www.eluho.wa.gov/ under PCHB.