



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

York Hospital
York County
York, Maine
A-468-71-K-A

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

FINDINGS OF FACT

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

I. REGISTRATION

A. Introduction

York Hospital was issued Air Emission License A-468-78-J-R/M on November 8, 2017, for the operation of emission sources associated with their health care facility. York Hospital has requested an amendment to their license in order to replace Generator #1 with a new 500 kw distillate fuel-fired emergency generator (also named Generator #1). The emissions limits for the boilers will also be updated to reflect the distillate fuel sulfur limits that went into effect July 1, 2018, per M.R.S. § 603-A(2)(A)(3).

The equipment addressed in this license amendment is located at 15 Hospital Dr., York, Maine.

B. Emission Equipment

The following equipment is addressed in this air emission license amendment:

Boilers

| Equipment | Max. Capacity (MMBtu/hr) | Maximum Firing Rate | Fuel Type | Date of Manuf. | Date of Install. | Stack # |
|-----------|-----------------------------|------------------------|-----------------|-------------------|---------------------|---------|
| Boiler #1 | 2.6 | 18.89 | Distillate fuel | 2005 | 2005 | 1 |
| Boiler #3 | 2.97 | 21.29 | Distillate fuel | 1968 | 1968 | 1 |

Stationary Engines

| Equipment | Max. Input Capacity (MMBtu/hr) | Rated Output Capacity (kW) | Fuel Type | Firing Rate (gal/hr) | Date of Manuf. | Date of Install. |
|----------------------|--------------------------------|----------------------------|-----------------|----------------------|----------------|------------------|
| Generator #1 (old)* | 3.5 | 400 | Distillate fuel | 25.0 | 1995 | 1996 |
| Generator #1 (new)** | 4.89 | 500 | Distillate fuel | 35.7 | 2024 | 2024 |

* removed from the license

** new to the license

York Hospital may operate small stationary engines smaller than 0.5 MMBtu/hr. These engines are considered insignificant activities and are not required to be included in this license. However, they are still subject to applicable State and Federal regulations. More information regarding requirements for small stationary engines is available on the Department's website at the link below.

<http://www.maine.gov/dep/air/publications/docs/SmallRICEGuidance.pdf>

Additionally, York Hospital may operate portable engines used for maintenance or emergency-only purposes. These engines are considered insignificant activities and are not required to be included in this license. However, they may still be subject to applicable State and Federal regulations.

C. Definitions

Distillate Fuel means the following:

- Fuel oil that complies with the specifications for fuel oil numbers 1 or 2, as defined by the American Society for Testing and Materials (ASTM) in ASTM D396;
- Diesel fuel oil numbers 1 or 2, as defined in ASTM D975;
- Kerosene, as defined in ASTM D3699;
- Biodiesel, as defined in ASTM D6751; or
- Biodiesel blends, as defined in ASTM D7467.

Portable or Non-Road Engine means an internal combustion engine which is portable or transportable, meaning designed to be and capable of being carried or moved from one location to another. Indicia of transportability include, but are not limited to, wheels, skids, carrying handles, dolly, trailer, or platform. This definition does NOT include engines which remain or will remain at a location (excluding storage locations) for more than 12 consecutive months or a shorter period of time for an engine located at a seasonal source. A location is any single site at a building, structure, facility, or installation. Any engine that replaces an engine at a location and that is intended to perform the same or similar function as the engine replaced will be included in calculating the consecutive time period.

An engine is not a non-road (portable) engine if it remains or will remain at a location for more than 12 consecutive months or for a shorter period of time if sited at a seasonal source. A seasonal source is a source that remains in a single location for two years or more and which operates for fewer than 12 months in a calendar year. If an engine operates at a seasonal source for one entire season, the engine does not meet the criteria of a non-road (portable) engine and is subject to applicable stationary engine requirements.

Records or Logs mean either hardcopy or electronic records.

D. Application Classification

All rules, regulations, or statutes referenced in this air emission license refer to the amended version in effect as of the date this license was issued.

The modification of a minor source is considered a major or minor modification based on whether or not expected emission increases exceed the “Significant Emissions” levels as defined in the Department’s *Definitions Regulation*, 06-096 Code of Maine Rules (C.M.R.) ch. 100. The emission increases are determined by subtracting the current licensed annual emissions preceding the modification from the maximum future licensed annual emissions, as follows:

| Pollutant | Current License (tpy) | Future License (tpy) | Net Change (tpy) | Significant Emission Levels |
|-------------------|--------------------------|-------------------------|---------------------|--------------------------------|
| PM | 1.0 | 0.8 | -0.2 | 100 |
| PM ₁₀ | 1.0 | 0.8 | -0.2 | 100 |
| PM _{2.5} | 0.0 | 0.8 | 0.8 ¹ | 100 |
| SO ₂ | 5.3 | 0.0 | -5.3 ² | 100 |
| NO _x | 4.0 | 4.6 | 0.6 | 100 |
| CO | 1.0 | 1.1 | 0.1 | 100 |
| VOC | 0.2 | 0.2 | 0.0 | 50* |

* York Hospital is located in an area of the state included in the Ozone Transport Region. Therefore, the significant emission level for VOC is 50 tpy.

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

¹ PM_{2.5} emissions were not previously addressed in the license, which is why the net change is 0.8 tpy.

² The net change for the SO₂ emissions is -5.3 tpy because the distillate fuel fired in the boilers and engines now has a maximum sulfur content 0.0015%.

E. Facility Classification

With the operating hours restriction on the emergency generators, the facility is licensed as follows:

- As a synthetic minor source of air emissions for criteria pollutants, because York Hospital is subject to license restrictions that keep facility emissions below major source thresholds for NO_x; and
- As an area source of hazardous air pollutants (HAP), because the licensed emissions are below the major source thresholds for HAP.

II. BEST PRACTICAL TREATMENT (BPT)

A. Introduction

In order to receive a license, the applicant must control emissions from each unit to a level considered by the Department to represent Best Practical Treatment (BPT), as defined in *Definitions Regulation*, 06-096 C.M.R. ch. 100. Separate control requirement categories exist for new and existing equipment.

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

B. Boilers #1 and #3

Boilers #1 and #3 are licensed to fire distillate fuel. With limited exceptions, no person shall import, distribute, or offer for sale any distillate fuel with a sulfur content greater than 0.0015% by weight (15 ppm) pursuant to 38 M.R.S. § 603-A(2)(A)(3). Therefore, the distillate fuel purchased or otherwise obtained for use in Boilers #1 and #3 shall not exceed 0.0015% by weight (15 ppm).

1. The BPT emission limits for Boilers #1 and #3 were based on the following:

Distillate Fuel

| | |
|--|--|
| PM/PM ₁₀ /PM _{2.5} | – 0.08 lb/MMBtu based on 06-096 C.M.R. ch. 115, BPT |
| SO ₂ | – based on firing distillate fuel with a maximum sulfur content of 0.0015% by weight |
| NO _x | – 20 lb/1,000 gal based on AP-42 Table 1.3-1 dated 5/10 |
| CO | – 5 lb/1,000 gal based on AP-42 Table 1.3-1 dated 5/10 |
| VOC | – 0.34 lb/1,000 gal based on AP-42 Table 1.3-3 dated 5/10 |

The BPT emission limits for Boilers #1 and #3 are the following:

| Unit | PM (lb/hr) | PM ₁₀ (lb/hr) | PM _{2.5} (lb/hr) | SO ₂ (lb/hr) | NO _x (lb/hr) | CO (lb/hr) | VOC (lb/hr) |
|-----------|---------------|-----------------------------|------------------------------|----------------------------|----------------------------|---------------|----------------|
| Boiler #1 | 0.21 | 0.21 | 0.21 | 0.004 | 0.37 | 0.09 | 0.01 |
| Boiler #3 | 0.24 | 0.24 | 0.24 | 0.004 | 0.42 | 0.11 | 0.01 |

2. Visible Emissions

Visible emissions from Boilers #1 and #3 shall not exceed 20% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 101, § 4(A)(2)]

C. Generator #1

York Hospital proposes to install a new emergency generator, Generator #1. Generator #1 is a generator set consisting of an engine and an electrical generator. Generator #1 is rated at 4.89 MMBtu/hr which fires distillate fuel. Generator #1 was manufactured in 2024. York Hospital proposes to install Generator #1 before the end of year 2024.

1. BACT Findings

The BACT emission limits for Generator #1 are based on the following:

| | |
|--|---|
| PM/PM ₁₀ /PM _{2.5} | – 0.12 lb/MMBtu from 06-096 C.M.R. ch. 103 |
| SO ₂ | – Combustion of distillate fuel with a maximum sulfur content not to exceed 15 ppm (0.0015% sulfur by weight) |
| NO _x | – 3.2 lb/MMBtu from AP-42 Table 3.4-1 dated 10/96 |
| CO | – 0.85 lb/MMBtu from AP-42 Table 3.4-1 dated 10/96 |
| VOC | – 0.09 lb/MMBtu from AP-42 Table 3.4-1 dated 10/96 |
| Visible Emissions | – 06-096 C.M.R. ch. 101 |

The BACT emission limits for Generator #1 are the following:

| Unit | Pollutant | lb/MMBtu |
|--------------|-----------|----------|
| Generator #1 | PM | 0.12 |

| Unit | PM (lb/hr) | PM ₁₀ (lb/hr) | PM _{2.5} (lb/hr) | SO ₂ (lb/hr) | NO _x (lb/hr) | CO (lb/hr) | VOC (lb/hr) |
|--------------|---------------|-----------------------------|------------------------------|----------------------------|----------------------------|---------------|----------------|
| Generator #1 | 0.59 | 0.59 | 0.59 | 0.01 | 15.65 | 4.16 | 0.44 |

Visible emissions from Generator #1 shall not exceed 20% opacity on a six-minute block average basis.

2. Chapter 169

Stationary Generators, 06-096 C.M.R. ch. 169 (Chapter 169), is applicable to Generator #1. It is an emergency generator powered by an engine with a rated output of less than 1,000 brake horsepower (747 kW). Chapter 169 identifies emission standards for generator engines subject to this chapter and stack height requirements for certain generator engines subject to this chapter.

a. Chapter 169 Emission Standards Requirements

For Generator #1, York Hospital shall comply with the emission standards for emergency generators by complying with the applicable standards contained in 40 C.F.R. Part 60, Subpart IIII. [06-096 C.M.R. ch. 169, § 4(B)(1)]

b. Chapter 169 Stack Height Requirements

Chapter 169 identifies stack height requirements for any stack used to exhaust a generator engine or combination of generator engines with a combined rated output equal to or greater than 1,000 brake horsepower (747 kW). Individual generator engines with a maximum power capacity of less than 300 kW are not included in the assessment of the combined generator power capacity exhausted through a common stack. [06-096 C.M.R. ch. 169, § 6]

There are no stack height requirements in Chapter 169 applicable to Generator #1 because it exhausts through its own stack and its rated output is less than 1,000 brake horsepower (747 kilowatts). [06-096 C.M.R. ch. 169, § 6]

3. New Source Performance Standards

Standards of Performance for Stationary Compression Ignition Internal Combustion Engines, 40 C.F.R. Part 60, Subpart IIII is applicable to the emergency engine listed above since the unit was ordered after July 11, 2005, and manufactured after April 1, 2006. [40 C.F.R. § 60.4200] By meeting the requirements of 40 C.F.R. Part 60, Subpart IIII, the unit also meets the requirements found in the *National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*, 40 C.F.R. Part 63, Subpart ZZZZ. [40 C.F.R. § 63.6590(c)]

A summary of the currently applicable federal 40 C.F.R. Part 60, Subpart IIII requirements is listed below.

a. Emergency Engine Designation and Operating Criteria

Under 40 C.F.R. Part 60, Subpart IIII, a stationary reciprocating internal combustion engine (ICE) is considered an **emergency** stationary ICE (emergency engine) as long as the engine is operated in accordance with the following criteria.

Operation of an engine outside of the criteria specified below may cause the engine to no longer be considered an emergency engine under 40 C.F.R. Part 60, Subpart IIII, resulting in the engine being subject to requirements applicable to **non-emergency** engines.

(1) Emergency Situation Operation (On-Site)

There is no operating time limit on the use of an emergency engine to provide electrical power or mechanical work during an emergency situation. Examples of use of an emergency engine during emergency situations include the following:

- Use of an engine to produce power for critical networks or equipment (including power supplied to portions of a facility) because of failure or interruption of electric power from the local utility (or the normal power source, if the facility runs on its own power production);
- Use of an engine to mitigate an on-site disaster;
- Use of an engine to pump water in the case of fire, flood, natural disaster, or severe weather conditions; and
- Similar instances.

(2) Non-Emergency Situation Operation

An emergency engine may be operated up to a maximum of 100 hours per calendar year for maintenance checks, readiness testing, and other non-emergency situations as described below.

- (i) An emergency engine may be operated for a maximum of 100 hours per calendar year for maintenance checks and readiness testing, provided that the tests are recommended by federal, state, or local government; the manufacturer; the vendor; the regional transmission organization or equivalent balancing authority and transmission operator; or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE more than 100 hours per calendar year.
- (ii) An emergency engine may be operated for up to 50 hours per calendar year for other non-emergency situations. **However, these operating hours are counted as part of the 100 hours per calendar year operating limit described in paragraph (2) and (2) (i) above.**

The 50 hours per calendar year operating limit for other non-emergency situations cannot be used for peak shaving, demand response, or to generate

income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity.

[40 C.F.R. §§ 60.4211(f) and 60.4219]

b. 40 C.F.R. Part 60, Subpart IIII Requirements

(1) Manufacturer Certification Requirement

The engine shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in 40 C.F.R. § 60.4202. [40 C.F.R. § 60.4205(b)]

(2) Ultra-Low Sulfur Fuel Requirement

The fuel fired in the engine shall not exceed 15 ppm sulfur (0.0015% sulfur). [40 C.F.R. § 60.4207(b)]

(3) Non-Resettable Hour Meter Requirement

A non-resettable hour meter shall be installed and operated on the engine. [40 C.F.R. § 60.4209(a)]

(4) Operation and Maintenance Requirements

The engine shall be operated and maintained according to the manufacturer's emission-related written instructions. York Hospital may only change those emission-related settings that are permitted by the manufacturer. [40 C.F.R. § 60.4211(a)]

York Hospital shall have available for review by the Department a copy of the manufacturer's emission-related written instructions for engine operation and maintenance. [06-096 C.M.R. ch. 115, BPT]

(5) Annual Time Limit for Maintenance and Testing

As an emergency engine, the unit shall be limited to 100 hours/year for maintenance checks and readiness testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity). [40 C.F.R. § 60.4211(f)]

(6) Initial Notification Requirement

No initial notification is required under 40 C.F.R. Part 60, Subpart IIII for emergency engines. [40 C.F.R. § 60.4214(b)]

(7) Recordkeeping

York Hospital shall keep records that include the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall

include the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4214(b)]

D. Annual Emissions

The table below provides an estimate of facility-wide annual emissions for the purposes of calculating the facility's annual air license fee and establishing the facility's potential to emit (PTE). Only licensed equipment is included, i.e., emissions from insignificant activities are excluded. Similarly, unquantifiable fugitive particulate matter emissions are not included except when required by state or federal regulations. Maximum potential emissions were calculated based on firing 150,000 gal/yr distillate fuel in Boilers #1 and #3 and operating Generators #1, #2, #3, and #4 for 100 hrs/yr.

This information does not represent a comprehensive list of license restrictions or permissions. That information is provided in the Order section of this license.

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

| | PM | PM ₁₀ | PM _{2.5} | SO ₂ | NO _x | CO | VOC |
|------------------|------------|------------------|-------------------|-----------------|-----------------|------------|------------|
| Boilers | 0.8 | 0.8 | 0.8 | -- | 1.5 | 0.4 | -- |
| Generator #1 | -- | -- | -- | -- | 0.8 | 0.2 | -- |
| Generator #2 | -- | -- | -- | -- | 0.9 | 0.2 | 0.1 |
| Generator #3 | -- | -- | -- | -- | 1.1 | 0.2 | 0.1 |
| Generator #4 | -- | -- | -- | -- | 0.3 | 0.1 | -- |
| Total TPY | 0.8 | 0.8 | 0.8 | 0.0 | 4.6 | 1.1 | 0.2 |

| Pollutant | Tons/year |
|------------|-----------|
| Single HAP | 7.9 |
| Total HAP | 19.9 |

III.AMBIENT AIR QUALITY ANALYSIS

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

| Pollutant | Tons/Year |
|-------------------|-----------|
| PM ₁₀ | 25 |
| PM _{2.5} | 15 |
| SO ₂ | 50 |
| NO _x | 50 |
| CO | 250 |

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

This determination is based on information provided by the applicant regarding the expected construction and operation of the proposed and licensed emission units. If the Department determines that any parameter (e.g., stack size, configuration, flow rate, emission rates, nearby structures, etc.) deviates from what was included in the application, the Department may require York Hospital to submit additional information and may require an ambient air quality impact analysis at that time.

ORDER

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

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

The Department hereby grants Air Emission License Amendment A-468-71-K-A subject to the conditions found in Air Emission License A-468-71-J-R/M and the following conditions.

Severability. The invalidity or unenforceability of any provision of this License Amendment or part thereof shall not affect the remainder of the provision or any other provisions. This License Amendment shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

SPECIFIC CONDITIONS

The following shall replace Condition (16)(A)-(B) of Air Emission License A-468-71-J-R/M:

(16) Boilers #1 and #3

A. Fuel

1. Total fuel use for Boilers #1 and #3 shall not exceed 150,000 gal/yr of distillate fuel on a calendar year total basis. [06-096 C.M.R. ch. 115, BPT]
2. The facility shall not purchase or otherwise obtain distillate fuel with a maximum sulfur content that exceeds 0.0015% by weight (15 ppm). [06-096 C.M.R. ch. 115, BPT]
3. Compliance shall be demonstrated by fuel records showing the quantity, type, and the percent sulfur of the fuel delivered. Records of annual fuel use shall be kept on a monthly and calendar year basis. Fuel sulfur content compliance shall be demonstrated by fuel delivery receipts from the supplier, a statement from the supplier that the fuel delivered meets Maine's fuel sulfur content standards, certificate of analysis, or testing of fuel in the tank on-site. [06-096 C.M.R. ch. 115, BPT]

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

| Emission Unit | PM (lb/hr) | PM ₁₀ (lb/hr) | PM _{2.5} (lb/hr) | SO ₂ (lb/hr) | NO _x (lb/hr) | CO (lb/hr) | VOC (lb/hr) |
|---------------|------------|--------------------------|---------------------------|-------------------------|-------------------------|------------|-------------|
| Boiler #1 | 0.21 | 0.21 | 0.21 | 0.004 | 0.37 | 0.09 | 0.01 |
| Boiler #3 | 0.24 | 0.24 | 0.24 | 0.004 | 0.42 | 0.11 | 0.01 |

B. Visible Emissions

Visible emissions from Boilers #1 and #3 shall not exceed 20% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 101, § 4(A)(2)]

The following shall replace Condition (17) of Air Emission License A-468-71-J-R/M:

(17) Generators #1, #2, #3, and #4

- A. Generators #1, #2, #3, and #4 shall be limited to 100 hours of operation per calendar year, excluding operating hours during emergency situations. [06-096 C.M.R. ch. 115, BPT and BACT]
- B. The fuel sulfur content for Generators #1, #2, #3, and #4 shall be limited to 0.0015% (15 ppm) sulfur by weight. Compliance shall be demonstrated by fuel records from the supplier documenting the type of fuel delivered and the sulfur content of the fuel. [06-096 C.M.R. ch. 115, BPT and BACT]

C. Emissions shall not exceed the following:

| Unit | Pollutant | lb/MMBtu | Origin and Authority |
|--------------|-----------|----------|---------------------------------------|
| Generator #1 | PM | 0.12 | 06-096 C.M.R. ch. 103, § (2)(B)(1)(a) |
| Generator #2 | PM | 0.12 | 06-096 C.M.R. ch. 103, § (2)(B)(1)(a) |
| Generator #3 | PM | 0.12 | 06-096 C.M.R. ch. 103, § (2)(B)(1)(a) |

D. Emissions shall not exceed the following [06-096 C.M.R. ch. 115, BPT/BACT]:

| Unit | PM (lb/hr) | PM ₁₀ (lb/hr) | PM _{2.5} (lb/hr) | SO ₂ (lb/hr) | NO _x (lb/hr) | CO (lb/hr) | VOC (lb/hr) |
|--------------|---------------|-----------------------------|------------------------------|----------------------------|----------------------------|---------------|----------------|
| Generator #1 | 0.59 | 0.59 | 0.59 | 0.01 | 15.65 | 4.16 | 0.44 |
| Generator #2 | 0.47 | 0.47 | 0.47 | 0.01 | 17.20 | 3.71 | 1.40 |
| Generator #3 | 0.58 | 0.58 | 0.58 | 0.01 | 21.17 | 4.56 | 1.73 |
| Generator #4 | 0.17 | 0.17 | 0.17 | 0.002 | 6.17 | 1.33 | 0.50 |

E. Visible Emissions

Visible emissions from Generator #1 shall not exceed 20% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 101, § 4(A)(4)]

Visible emissions from Generators #2, #3, and #4 shall each not exceed 20% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 115, BPT]

F. Operational Requirements (Generator #2 only)

1. York Hospital shall keep records that include maintenance conducted on the engine and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [06-096 C.M.R. ch. 115, BPT]
2. The emergency generator is only to be operated for maintenance purposes and for situations arising from sudden and reasonably unforeseeable events beyond the control of the source. Emergency generators are not to be used for prime power when reliable offsite power is available; nor to operate or to be contractually obligated to be available in a demand response program, during a period of deviation from standard voltage or frequency, or supplying power during a non-emergency situation as part of a financial arrangement with another entity. [06-096 C.M.R. ch. 115, BPT]

- G. Generators #1, #2, and #3 shall meet the applicable requirements of 40 C.F.R. Part 60, Subpart IIII, including the following: [incorporated under 06-096 C.M.R. ch. 115, BPT and BACT]
1. **Manufacturer Certification**
The engines shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in § 60.4202. [40 C.F.R. § 60.4205(b)]
 2. **Ultra-Low Sulfur Fuel**
The fuel fired in the engines shall not exceed 15 ppm sulfur (0.0015% sulfur). Compliance with the fuel sulfur content limit shall be demonstrated by fuel delivery receipts from the supplier, fuel supplier certification, certificate of analysis, or testing of the fuel in the tank on-site. [40 C.F.R. § 60.4207(b) and 06-096 C.M.R. ch. 115, BPT]
 3. **Non-Resettable Hour Meter**
A non-resettable hour meter shall be installed and operated on each engine. [40 C.F.R. § 60.4209(a)]
 4. **Annual Time Limit for Maintenance and Testing**
 - a. As emergency engines, the units shall each be limited to 100 hours/year for maintenance checks and readiness testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity). These limits are based on a calendar year. Compliance shall be demonstrated by records (electronic or written log) of all engine operating hours. [40 C.F.R. § 60.4211(f) and 06-096 C.M.R. ch. 115, BPT]
 - b. York Hospital shall keep records that include the hours of operation of each engine recorded through the non-resettable hour meter. Documentation shall include the number of hours each unit operated for emergency purposes, the number of hours each unit operated for non-emergency purposes, and the reason each engine was in operation during each time. [40 C.F.R. § 60.4214(b)]
 5. **Operation and Maintenance**
The engines shall be operated and maintained according to the manufacturer's emission-related written instructions. York Hospital may only change those emission-related settings that are permitted by the manufacturer. [40 C.F.R. § 60.4211(a)]

York Hospital shall have available for review by the Department a copy of the manufacturer's emission-related written instructions for engine operation and maintenance. [06-096 C.M.R. ch. 115, BPT]

The following is a new condition:

- (19) If the Department determines that any parameter value pertaining to construction and operation of the emissions units, including but not limited to stack size, configuration, flow rate, emission rates, nearby structures, etc., deviates from what was submitted in the application or ambient air quality impact analysis for this air emission license, York Hospital may be required to submit additional information. Upon written request from the Department, York Hospital shall provide information necessary to demonstrate AAQS will not be exceeded, potentially including submission of an ambient air quality impact analysis or an application to amend this air emission license to resolve any deficiencies and ensure compliance with AAQS. Submission of this information is due within 60 days of the Department's written request unless otherwise stated in the Department's letter.
[06-096 C.M.R. ch. 115, § 2(O)]

DONE AND DATED IN AUGUSTA, MAINE THIS 13th DAY OF NOVEMBER, 2024.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY:  for
MELANIE LOYZIM, COMMISSIONER

The term of this license amendment shall be ten (10) years from the issuance of Air Emission License A-468-71-J-R/M (issued 11/8/2017).

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

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: October 17, 2024

Date of application acceptance: October 17, 2024

Date filed with the Board of Environmental Protection:

This Order prepared by Kendra Nash, Bureau of Air Quality.