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Puget Sound Clean Air Agency

AIR OPERATING PERMIT

Puget Sound Clean Air Agency
1904 3rd Ave, Suite 105
Seattle, Washington 98101

Issued in accordance with the provisions of Puget Sound Clean Air Agency (previously known as Puget Sound Air Pollution Control Agency (PSAPCA)) Regulation I, Article 7 and Chapter 173-401 WAC.

Pursuant to Puget Sound Clean Air Agency Regulation I, Article 7 and Chapter 173-401 WAC, Boeing Commercial Airplane Group Everett is authorized to operate subject to the terms and conditions in this permit.

PERMIT NO.: 13120	**PERMIT RENEWAL ISSUANCE DATE:** **September 12, 2008** **Administrative Amendments: May 20, 2009, June 8, 2009, October 10, 2012, July 25, 2019, September 4, 2020, April 3, 2023, April 3, 2024, September 20, 2024**
ISSUED TO: Boeing Commercial Airplane Group - Everett	
PERMIT EXPIRATION DATE: September 12, 2013	

SIC Code, Primary:	3721
NAICS Code	336411
Nature of Business:	Aircraft Manufacturing
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Puget Sound Clean Air Agency Approval:

Maggie Corbin for
Engineer

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Engineering Manager

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I. EMISSION LIMITS AND PERFORMANCE STANDARDS

The following tables list the citation for the "applicable requirement" in the second column. The third column (Date) contains the adoption or effective date of the requirement. In some cases, the effective dates of the "Federally Enforceable" requirement and the "State Only" requirement are different because either the state (or local authority) has not submitted the regulation to the EPA for approval into the State Implementation Plan (SIP), or the state (or local authority) has submitted it and the EPA has not yet approved it. "*STATE ONLY*" adoption dates are in *italicized* font. When the EPA does approve the new requirement into the SIP, the old requirement will be replaced and superseded by the new requirement. This replacement will take place automatically, with no changes being made to this permit until the permit is renewed. The new requirement will be enforceable by the EPA as well as the Puget Sound Clean Air Agency from the date that it is adopted into the SIP, and the old requirement will no longer be an applicable requirement.

The first column is used as an identifier for the requirement, and the fourth (Requirement Paraphrase) column paraphrases the requirement. The first and fourth columns are for information only and are not enforceable conditions of this permit. The actual enforceable requirement is embodied in the requirement cited in the second and third columns.

The fifth column (Monitoring, Maintenance & Recordkeeping Method) identifies the methods described in Section II of the permit. Following these methods is an enforceable requirement of this permit.

The sixth (Emission Standard Period) column identifies the averaging time for the reference test method. The last column (Reference Test Method) identifies the reference method associated with an applicable emission limit that is to be used when a source test is required. In some cases where the applicable requirement does not cite a test method, one has been added.

In the event of conflict or omission between the information contained in the fourth and sixth columns and the actual statute or regulation cited in the second column, the requirements and language of the actual statute or regulation cited shall govern. For more information regarding any of the requirements cited in the second and third columns, refer to the actual requirements cited.

A. FACILITY-IDE APPLICABLE REQUIREMENTS

The requirements in this section apply facility-wide to all the emission units regulated by this permit except that monitoring methods specified elsewhere in the permit for specific applicable requirements for specific emission units or activities supersede the general monitoring requirements listed in Section I.A.

Table 1 Facility-Wide Applicable Requirements

Reqmt. No.	Enforceable Requirement	Adoption or Effective Date	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.1	Puget Sound Clean Air Agency Reg I: 9.03 *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I: 9.03 into the SIP* *Puget Sound Clean Air Agency Reg. I: 9.03 (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I: 9.03* WAC 173-400-040(1) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) *(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace*	3/11/1999 *3/25/2004* 09/20/1993	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.1(a) Opacity Monitoring II.A.1(b) Complaint Response II.A.1(c) Facility Inspections	More than 3 min in any 1 hr	Ecology Method 9A (See Section VIII)

Reqmt. No.	Enforceable Requirement	Adoption or Effective Date	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
	the 9/20/1993 version of WAC 173-400-040(1)	*2/10/2005*				
I.A.2	Puget Sound Clean Air Agency Reg I: 9.09	04/09/1998	Shall not emit particulate matter in excess of 0.05 gr/dscf from equipment used in a manufacturing process, uncorrected for excess air	II.A.1(a) Opacity Monitoring II.A.1(b) Complaint Response II.A.1(c) Facility Inspections	At least 1-hr per run	Puget Sound Clean Air Agency Method 5 (See Section VIII)
I.A.3	WAC 173-400-060 *This requirement shall be superseded by the 2/10/05 version of WAC 173-400-060 upon its adoption into the SIP* WAC 173-400-060 *(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-060*	*3/22/1991* *2/10/2005*	Shall not emit particulate matter in excess of 0.1 gr/dscf from general process units, uncorrected for excess air	II.A.1(a) Opacity Monitoring II.A.1(b) Complaint Response II.A.1(c) Facility Inspections	At least 1-hr per run	EPA Method 5 (See Section VIII)

Reqmt. No.	Enforceable Requirement	Adoption or Effective Date	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.4	Puget Sound Clean Air Agency Reg I: 9.09	04/09/1998	Shall not emit particulate matter in excess of 0.05 gr/dscf corrected to 7% O_2 from fuel burning equipment burning fuel other than wood, coal, or other solid fossil fuel (applies to the equipment that produces hot air, hot water, steam, or other heated fluids by external combustion of fuel. Examples include indirect-fired drying ovens and space heaters and water heaters)	II.A.1(a) Opacity Monitoring II.A.1(b)Complaint Response II.A.1(c) Facility Inspections	At least 1-hr per run	Puget Sound Clean Air Agency Method 5 (See Section VIII)
I.A.5	WAC 173-400-050 (1) & (3) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-050 into the SIP* *WAC 173-400-050 (1) & (3) (State Only) This requirement will be federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-050*	3/22/91 *2/10/05*	Shall not emit particulate matter in excess of 0.10 gr/dscf corrected to 7% O_2 from combustion and incineration units except for emission units combusting wood derived fuels for the production of steam.. (Applies to units using combustion for waste disposal, steam production, chemical recovery or other process requirements; but excludes outdoor burning.) Shall not emit particulate matter in excess of 0.2 gr/dscf at standard conditions.	II.A.1(a) Opacity Monitoring II.A.1(b)Complaint Response II.A.1(c) Facility Inspections	At least 1-hr per run	EPA Method 5 (See 40 CFR 60 Appendix A, July 1, 2004)

Reqmt. No.	Enforceable Requirement	Adoption or Effective Date	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.6	Puget Sound Clean Air Agency Reg I: 9.07 WAC 173-400-040(6) first paragraph only. *This requirement shall be superseded by the 2/10/05 version of WAC 173-400-040(6) upon its adoption into the SIP* WAC 173-400-040(6) *(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/93 version of WAC 173-400-040(6)*	04/14/1994 9/20/1993 *2/10/2005*	Shall not emit SO_2 in excess of 1,000 ppmv (dry) corrected to 7% O_2 for fuel burning equipment	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	At least 1-hr per run	EPA Method 6C (See 40 CFR Part 60, Appendix A, July 1, 2004)

Reqmt. No.	Enforceable Requirement	*Adoption or Effective Date*	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.7	Puget Sound Clean Air Agency Reg I: 9.11(a) *(State Only)* WAC 173-400-040(5) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(5) into the SIP* WAC 173-400-040(5) *(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/93 version of WAC 173-400-040(5)*	*03/11/1999* 9/20/1993 *2/10/2005*	Shall not emit air contaminants in sufficient quantities and of such characteristics and duration as is, or is likely to be, injurious to human health, plant or animal life, or property, or which unreasonably interferes with enjoyment of life and property	II.A.1(b) Complaint Response; II.A.1(c) Facility Inspections	N/A	N/A

Reqmt. No.	Enforceable Requirement	*Adoption or Effective Date*	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.8	Puget Sound Clean Air Agency Reg I: 9.15	03/11/1999	It shall be unlawful for any person to cause or allow visible emissions of fugitive dust unless reasonable precautions are employed to minimize the emissions. Reasonable precautions include, but are not limited to, the following: (1) The use of control equipment, enclosures, and wet (or chemical) suppression techniques, as practical, and curtailment during high winds; (2) Surfacing roadways and parking areas with asphalt, concrete, or gravel; (3) Treating temporary, low-traffic areas (e.g., construction sites) with water or chemical stabilizers, reducing vehicle speeds, constructing pavement or rip rap exit aprons, and cleaning vehicle undercarriages before they exit to prevent the track-out of mud or dirt onto paved public roadways; or (4) Covering or wetting truck loads or allowing adequate freeboard to prevent the escape of dust-bearing materials	II.A.1(b) Complaint Response; II.A.1(c) Facility Inspections II.A.1(f) Fugitive Dust, Track-Out, and Odor Bearing Contaminants	N/A	N/A

Reqmt. No.	Enforceable Requirement	*Adoption or Effective Date*	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.9	WAC 173-400-040(3) & (8) *These requirements will be superseded upon adoption of the 2/10/05versions of WAC 173-400-040(3) & (8) into the SIP* WAC 173-400-040(3) & (8) *(State Only). These requirements will become federally enforceable upon adoption into the SIP and will replace the 9/20/93 versions of WAC 173-400-040(3) & (8)*	9/20/1993 *2/10/2005*	Shall not emit visible dust unless reasonable precautions are employed to minimize the emissions	II.A.1(b) Complaint Response; II.A.1(c) Facility Inspections II.A.1(f) Fugitive Dust, Track-Out, and Odor Bearing Contaminants	N/A	N/A
I.A.10	Puget Sound Clean Air Agency Reg I: 9.20(b)	06/09/1988	Must maintain equipment not subject to Puget Sound Clean Air Agency Regulation I, Section 9.20(a) in good working order	II.A.1 Facility-Wide Monitoring II.B Operation and Maintenance (O&M) Plan Requirements.	N/A	N/A
I.A.11	Puget Sound Clean Air Agency Reg I: 7.09(b)	09/10/1998	Must develop and implement an O&M Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II and III	II.B Operation and Maintenance (O&M) Plan Requirements.	N/A	N/A

Reqmt. No.	Enforceable Requirement	*Adoption or Effective Date*	Requirement Paraphrase (Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Emission Standard Period	Reference Test Method
I.A.12	WAC 173-400-040(4) *(State Only)*	*2/10/2005*	Must use recognized good practice and procedures to reduce odors which may unreasonably interfere with any other property owners' use and enjoyment of their property	II.A.1(b) Complaint Response; II.A.1(c) Facility Inspections	N/A	N/A
I.A.13	WAC 173-400-040(2) *(State Only)*	*2/10/2005*	Shall not deposit particulate matter beyond property boundary in sufficient quantity to interfere unreasonably with the use and enjoyment of the property	II.A.1(b)Complaint Response; II.A.1(c) Facility Inspections	N/A	N/A
I.A.14	Puget Sound Clean Air Agency Reg I: 9.10(a) *(State Only)*	*06/09/1988*	Shall not emit HCl in excess of 100 ppm (dry) corrected to 7% O_2 for combustion sources	No monitoring required	At least three 1-hr runs	EPA Method 26A (See 40 CFR Part 60, Appendix A; July 1, 2000)
I.A.15	RCW 70.94.040 *(State Only)*	*1980*	Shall not cause air pollution in violation of 70.94 RCW or any ordinance, resolution, rule or regulation adopted thereunder	No monitoring required	N/A	N/A

N/A = Not Applicable

B. EMISSION UNIT SPECIFIC APPLICABLE REQUIREMENTS

The requirements in Section I.B. only apply to the specific emission units cited; however, the requirements in Section I.A. also apply to the specific emission units or activities described in Section I.B. If a requirement in Section I.A. is repeated in this section, then the monitoring, maintenance, and recordkeeping method specified in this section supersedes the monitoring, maintenance, and recordkeeping method specified in Section I.A.

The first part of each subsection in Section I.B. lists a description of the emission activity and identifying information about each specific emission point or unit. The identifying information includes the building number, the column and door number (grid system for locating points within the buildings), a Boeing inventory control identification number (MSS/ID#), the Notice of Construction (NOC) number for equipment that has gone through the new source review process, the installation date and a short description of the emission unit. This information, which is in italics, is not an enforceable part of the permit. Because of the size of Boeing and its complexity, the information is provided as an aid in understanding the permit and locating the specific emission point or activity.

The following tables list the citation for the "applicable requirement" in the second column.

The third column (Requirement Paraphrase) paraphrases the requirements and is not an enforceable condition of this permit. The actual enforceable requirement is embodied in the requirement cited in the second column.

The fourth column (Monitoring, Maintenance and Recordkeeping Method) identifies the activities that Boeing shall use to monitor compliance with the applicable requirements identified in the second column. These methods are described in Section II of this permit. Following the method is a requirement of this permit. In some cases where the applicable requirement does not cite a test method, one has been added.

Boeing is subject to all the requirements in all the tables listed below. The paraphrasing contained in the third column below is intended to generally state the relevant requirements for the purposes of the table, but is not intended in any way to alter or change the meaning of any requirement referenced in the second column.

In the event of conflict or omission between the information contained in the third column and the actual statute or regulation cited in the second column, the requirements and language of the actual statute or regulation cited shall govern. For more information regarding any of the requirements cited in the second column, refer to the actual requirements cited.

1. Halogenated Solvent Vapor Degreasing and Cold Solvent Cleaning Operations

RESERVED

2. Chemical Process Tankline Operations

RESERVED

3. Coating, Cleaning, and Depainting Operations

DESCRIPTION: *This section includes all activities and equipment associated with surface coating, cleaning, and depainting operations that have specific applicable requirements other than the general requirements in Section I.A. These operations include coating mixing, application, drying, and curing; spray gun cleaning; solvent wipe and solvent flush cleaning; depainting; and material and waste handling. Examples of equipment involved in these activities include spray booths, paint hangars, solvent cleaning benches, and gun cleaning units. Note that small buckets, pails, and beakers with a capacity of 2 gallons or less used for cleaning with acetone are exempt from WAC 173-460-060(5).*[1] *In addition, cold solvent cleaners using solvents that meet the volatility thresholds in Puget Sound Clean Air Agency Regulation I Section 6.03(c)(53) are exempt from WAC 173-460-060 since they are exempt from review under Agency Regulation I Section 6.03. (WAC 173-460 is a supplemental regulation which does not apply to units that are exempt from review under Agency Regulation I Section 6.03).*[2]

Cleaning, primer application, and topcoat application operations subject to the Aerospace NESHAP (40 CFR Part 63 Subpart GG) are included in this section. Currently, the Everett facility depaints 6 or less completed aircraft each calendar year. Therefore, the depainting requirements of the Aerospace NESHAP do not apply to the facility. However, under the Alternate Operating Scenario shown below, the Everett facility would depaint more than 6 completed aircraft in a calendar year and thus be subject to the depainting requirements. Chemical milling maskant application operations subject to the Aerospace NESHAP are not conducted at the Everett facility and, therefore, are not included in this section.

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[1] *August 10, 1999 letter from David Kircher, Puget Sound Clean Air Agency, to Charles Austin, Boeing.*

[2] *February 24, 2005 email from Steve Van Slyke, Puget Sound Clean Air Agency, to John Fosberg, Boeing.*

The table below includes those spray coating units and solvent cleaning benches that have received Orders of Approval or were registered with the Puget Sound Clean Air Agency. This table does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table. The last column in the table indicates whether Aerospace NESHAP-regulated coatings containing inorganic HAPs are sprayed in the unit at the time of permit issuance. However, any of the booths listed below may have such coatings sprayed in them in the future, and in some cases an amendment or modification to the existing permits may not be needed.

Most of the spray coating units listed below are used in aerospace component coating operations. The units with an asterisk (*) next to their description are not normally used in aerospace component coating operations, but may be in the future.

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-04	*A-7*	*B214*	*4123*	*4/93*	*777 wing spar dry booth #1*	*Yes*
40-04	*A-7*	*B214*	*4124*	*4/93*	*777 wing spar dry booth #2*	*Yes*
40-04	*A-7*	*B214*	*4125*	*4/93*	*777 wing spar dry booth #3*	*Yes*
40-04	*A-7*	*B214*	*4126*	*4/93*	*777 wing spar dry booth #4*	*Yes*
40-10	*C-22*	*089459*	*3371*	*2/90*	*Wet booth**	*No*
40-21	*B-8*	*B946*	*3918*	*5/92*	*747 HS CIC dry filter exhaust system*	*No*
40-22	*D/E-10*	*B243*	*None*	*1968*	*747 wing stub dry booth*	*Yes*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-22	*D-6.5/8*	*116520/ G9055/ B927*	*3926*	*2/92*	*747 FBJ CIC dry filter exhaust system*	*No*
40-22	*D/E-10*	*712343/ B113*	*3924*	*5/92*	*747 WBJ CIC dry filter exhaust system*	*Yes*
40-22	*G-3.5, 2nd flr*	*018790*	*8292*	*3/01*	*Dry booth*	*No*
40-23	*G-10*	*B234/ B946*	*3922*	*4/93*	*747 J&I CIC dry filter exhaust system, BS 46-48, NW & NE*	*No*
40-23	*G-9*	*B233/ B235/ B946*	*3923*	*4/93*	*747 J&I CIC dry filter exhaust system, BS 46-48, SW, & BS 44/45*	*No*
40-23	*G-9*	*B233/ B235/ B946*	*7067*	*2/98*	*Additional filter boxes and exhaust fans for the 747 J&I CIC dry filter exhaust system, BS 46-48, SW*	*No*
40-24	*I/J-10*	*G0017/ B583-6*	*3874*	*12/91*	*767 FBJ CIC dry filter exhaust system, west*	*No*
40-24	*I-4/5.25*	*B240, B241/ G0017*	*3914*	*11/92*	*767 J&I CIC dry filter exhaust system, 46-48*	*No*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-24	*I-7/8*	*B239/ G0017*	*3913*	*5/92*	*767 J CIC dry filter exhaust system, BS 41-43*	*No*
40-25	*L/M-9*	*B215*	*4127*	*11/93*	*777 wing stub dry booth*	*Yes*
40-25	*L/M-8*	*ET0142/ B154*	*4075*	*2/94*	*777 FBJ CIC dry filter exhaust system*	*No*
40-25	*K-10*	*010357*	*6690*	*3/97*	*Solvent cleaning bench*	*No*
40-25	*L/M-1 to L/M-6*	*N/A*	*4274*	*2/94*	*777 Final Assembly CIC*	*No*
40-26	*N-10*	*Not Yet Installed*	*9252*	*Not Yet Installed*	*777 Wing Body Join*	*Yes*
40-30	*G-2*	*017485/ 1729*	*8761*	*5/03*	*M&PT dry booth*	*No*
40-31	*A-16*	*701500*	*REG*	*1968*	*Wet booth*	*Yes*
40-33	*G/H-14*	*B247*	*4006*	*8/92*	*767 wing stub dry booth*	*Yes*
40-33	*G-14*	*B581*	*5913*	*1981*	*767 wing panel dry booth*	*No*
40-33	*H-12/13*	*B117/ B118/ G0017*	*3915*	*5/92*	*767 WS/WBJ CIC dry filter exhaust system*	*No*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-33	*G-14*	*165735/ 36/37/ G6020*	*6691*	*1994*	*Solvent cleaning benches (3)*	*No*
40-33	*G-11.5*	*B946*	*8315*		*767 wing stub buildup CIC dry filter exhaust system*	*No*
40-33	*H-14.5*	*B109*	*3913*	*5/92*	*767 HS CIC dry filter exhaust system*	*No*
40-34	*J-14*	*B684*	*4119*	*4/93*	*777 wing panel dry booth #1*	*No*
40-34	*J-14*	*B684*	*4120*	*4/93*	*777 wing panel dry booth #2*	*No*
40-34	*J-14*	*B684*	*4121*	*4/93*	*777 wing panel dry booth #3*	*No*
40-34	*J-14*	*B684*	*4122*	*4/93*	*777 wing panel dry booth #4*	*No*
40-34	*J-12*		*4247*	*6/93*	*777 Wing Major Tool Positions (8)*	*No*
40-37	*C.8-11/13*	*G6020/ 148006/ 07/16*	*5070*	*9/93*	*Solvent cleaning benches (3)*	*No*
40-37	*B.8-10.6*	*B663/ B7023/ G7040*	*9058*	*9/93*	*777 41/43 CIC dry booth*	*No*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-37	*B.8-13.8*	*B669/ B7023/ G7040*	*5054*	*9/93*	*777 41/43 dry booth*	*Yes*
40-37	*B.8-11.2*	*B664/ B7023/ G7040*	*9058*	*9/93*	*777 44/45 CIC dry booth*	*Yes*
40-37	*B.5-13.8*	*B670/ B7023/ G7040*	*5060*	*9/93*	*777 44/45 dry booth*	*Yes*
40-37	*B.8-11*	*B665/ B7023/ G7040*	*9058*	*10/93*	*777 46/47/48 CIC dry booth*	*No*
40-37	*B.2-13.8*	*B668/ B7023/ G7040*	*5051*	*9/93*	*777 46/47/48 dry booth*	*Yes*
40-37	*C.6-12.6*	*B671/ B7023/ G7040*	*5061*	*10/93*	*777 dolly parts dry booth*	*Yes*
40-37	*B.3-10.2*	*B667/ B7023/ G7040*	*9058*	*10/93*	*777 horiz. stab. CIC dry booth*	*No*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-37	*B.8-12*	*B675/ B7023/ G7040*	*5059*	*8/93*	*777 vert. wing dry booth*	*Yes*
40-37	*B.5-10.2*	*B662/ B7023/ G7040*	*9058*	*9/93*	*777 wing laydown CIC dry booth*	*Yes*
40-37	*B.5-13*	*B676/ B7023/ G7040*	*5063*	*8/93*	*777 wing laydown dry booth #1*	*Yes*
40-37	*B.5-13*	*B677/ B7023/ G7040*	*5063*	*8/93*	*777 wing laydown dry booth #2*	*Yes*
40-37	*B.5-13*	*B678/ B7023/ G7040*	*5063*	*8/93*	*777 wing laydown dry booth #3*	*Yes*
40-37	*B.5-13*	*B679/ B7023/ G7040*	*5063*	*8/93*	*777 wing laydown dry booth #4*	*Yes*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-51		*B931/ B930/ B027 /B028/ B029/ B030/ B031/ G0108*	*7637*	*1969*	*40-51 highbay spray coating areas with 7 dry filter units*	*Yes*
40-51	*A-2.5*	*708470/ G9002*	*8250*	*1968*	*Dry booth*	*Yes*
40-51	*A-2/3*	*708469/ G9002*	*8249*	*1968*	*Dry booth*	*Yes*
40-51	*A-3*	*708471/ G9002*	*8251*	*1968*	*Dry booth*	*Yes*
40-51	*B-5*	*154148/ ET0084*	*4250*	*12/93*	*Vertical wing dry booth, North*	*Yes*
40-51	*B-4*	*154145/ ET0164*	*4249*	*3/93*	*Vertical wing dry booth, South*	*Yes*
40-51	*Bd-2*	*227615*	*8246*	*1/01*	*Dry booth*	*Yes*
40-54	*F-3.6*	*PB0013/ 86760*	*9705*	*2/08*	*Dry booth*	*Yes*
40-56	*S-5*	*384615*	*2139*	*7/80*	*Dry booth*	*Yes*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
40-56	*D-8*	*135463*	*3986*	*8/92*	*Dry booth*	*Yes*
40-56	*D-9*	*135464*	*3988*	*8/92*	*Dry booth*	*No*
40-56	*K-7.5*	*088265*	*3990*	*9/92*	*Dry booth*	*Yes*
40-56	*J.5-3*	*135465*	*3992*	*8/92*	*Dry booth*	*Yes*
40-56	*J.5-8.5*	*126452*	*5840*	*4/92*	*Dry booth*	*No*
40-56	*BB-4*	*135469*	*3997*	*3/93*	*Dry booth*	*No*
40-56	*B-4*	*110226/ 110225*	*3999*	*2/92*	*Dry booth*	*No*
40-56	*F-3.5*	*018148*	*7744*	9/00	*Dry booth*	*No*
40-56	*G-7*	*018700*	*8282*	*12/00*	*Dry booth*	*No*
40-56	*J-7.5*	*018699*	*8283*	*12/00*	*Dry booth*	*No*
40-56	*J-7.5*	*110244*	*9571*	*4/07*	*Dry booth*	*No*
45-01		*B056*	*7210*	*1968*	*Paint hangar*	*Yes*
45-01	*I-5*	*B057*	*8603*	*1987*	*Air lock dry booth*	*Yes*
45-01	*South*	*G8011/ 088544*	*None*	*Unknown*	*Solvent cleaning bench*	*No*
45-02	*E-10*	*165336*	*7509*	*5/94*	*Dry booth*	*Yes*

Bldg.	*Col/Dr*	*MSS/ID#*	*Order of Approval #*	*Date Installed*	*Source Description*	*Aerospace NESHAP regulated Coatings with Inorganic HAP Used in Unit?*
45-03		*B058*	*7217*	*9/81*	*Paint hangar, 45-03*	*Yes*
45-03	*M-5*	*ET0417*	*5903*	*1981*	*Spray booth, dry*	*Yes*
45-04		*B685*	*3763*	*10/93*	*Paint hangar, 45-04*	*Yes*
45-04	*Q-10*	*B685/ ET0401*	*4501*	*4/93*	*Rudder/elevator dry booth*	*Yes*
45-04	*Q-10*	*B685/ ET0403*	*4502*	*4/93*	*Rudder/elevator dry booth*	*Yes*
45-04		*G8012/ 164719/ 164720*	*None*	*1993*	*Solvent cleaning benches (2)*	*No*

Data in italics are for information only and not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		(a) NESHAP General Provisions		
		Requirement Nos. EU 3.1 through EU 3.17 are the NESHAP General Provisions, 40 CFR 63 Subpart A, that apply to sources subject to the Aerospace NESHAP. Applicability of 40 CFR 63 Subpart A is defined in Table 1 to Subpart GG of Part 63. Table 1 supersedes this permit if an apparent conflict exists.		
EU 3. 1	40 CFR 63.1(c)(1), 63.4 (4/5/02) 40 CFR 63.741(b) (9/1/98)	Aerospace operations must comply with 40 CFR 63 Subpart A and GG.	NMR	
EU 3. 2	40 CFR 63.5 (4/5/02)	Boeing shall comply with preconstruction review requirements.	NMR	
EU 3. 3	40 CFR 63.6(b)(2) (4/20/06)	New and reconstructed affected sources that have an initial startup after the effective date of 40 CFR 63 Subpart GG must comply with the requirements of 40 CFR 63 Subpart GG upon startup.	NMR	
EU 3. 4	40 CFR 63.6(e)(1) (4/20/06)	At all times, including startup, shutdown and malfunction, must operate and maintain affected sources consistent with safety and good air pollution control practice for minimizing emissions. Malfunctions must be corrected as soon as practicable after their occurrence. During periods of startup, shutdown, or malfunction, reduce emissions to the greatest extent which is consistent with safety and good air pollution control practices.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 5	40 CFR 63.6(e)(3) (4/20/06)	If control equipment is used to control HAPs, Boeing shall develop and implement a Startup, Shutdown and Malfunction Plan (SSMP), except for dry filters when Boeing follows the manufacturer's instructions. The SSMP does not need to address any scenario that would not cause the source to exceed an applicable emission limitation in the relevant standard. (Note that additional O&M provisions are included under 40 CFR 63.743(b).)	II.A.2(c) Documentation on File	
EU 3. 6	40 CFR 63.6(f) (4/20/06)	The nonopacity emission standards set forth in 40 CFR 63 shall apply at all times except during periods of startup, shutdown and malfunction as set forth in 40 CFR Subpart A and GG. If a startup, shutdown, or malfunction of one portion of an affected source does not affect the ability of particular emission points within other portions of the affected source to comply with the non-opacity emission standards set forth in this part, then that emission point must still comply with the non-opacity emission standards and other applicable requirements.	NMR	
EU 3. 7	40 CFR 63.8(b)(4/20/06)	Conduct monitoring. Monitoring shall be conducted as set forth in Subpart A and GG.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 8	40 CFR 63.8(f) (4/20/06)	Boeing must receive permission from the Puget Sound Clean Air Agency before using an alternative monitoring procedure.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 9	40 CFR 63.9(b)(5/30/03)	Boeing shall notify the Puget Sound Clean Air Agency if it constructs or reconstructs a new affected source.	NMR	
EU 3. 10	40 CFR 63.9(i) (5/30/03)	Adjustment to time periods or postmark deadlines for submittal and review of required communications may be requested from and approved by the Puget Sound Clean Air Agency.	NMR	
EU 3. 11	40 CFR 63.9(j) (5/30/03)	Notification requirements. Any change in information already provided under 40 CFR 63.9 shall be sent to the Puget Sound Clean Air Agency within 15 days.	NMR	
EU 3. 12	40 CFR 63.10(a)(3)-(7) (4/20/06)	Must send reports to the Puget Sound Clean Air Agency according to 40 CFR 63.10(a)(3)-(7) and may request changes to report due dates.	NMR	
EU 3. 13	40 CFR 63.10(b) (1) (4/20/06)	Boeing shall retain records for five years. At a minimum, the most recent two years of data shall be retained on site. The remaining three years of data may be off site.	II.A.2(c) Documentation on File	
EU 3. 14	40 CFR 63.10(b)(2) (4/20/06)	Boeing shall maintain relevant records of startups, shutdowns, malfunctions, maintenance, corrective actions, monitoring, measurements, and testing in accordance with the rule.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 15	40 CFR 63.10(b)(3) (4/20/06)	If Boeing determines that the facility emits (or has the potential to emit, without considering controls) one or more hazardous air pollutants is not subject to a relevant standard or other requirement established under 40 CFR part 63, Boeing shall keep a record of the applicability determination on site at the source for a period of 5 years after the determination, or until the source changes its operations to become an affected source, whichever comes first. The record of the applicability determination shall include an analysis (or other information) that demonstrates why Boeing believes the source is unaffected (e.g., because the source is an area source). The analysis (or other information) shall be sufficiently detailed to allow the Administrator to make a finding about the source's applicability status with regard to the relevant standard or other requirement. If relevant, the analysis shall be performed in accordance with requirements established in subparts of this part for this purpose for particular categories of stationary sources. If relevant, the analysis should be performed in accordance with EPA guidance materials published to assist sources in making applicability determinations under section 112, if any.	II.A.2(c) Documentation on File	
EU 3. 16	40 CFR 63.10(d)(1) (4/20/06)	Boeing shall submit reports in accordance with 40 CFR 63 Subpart GG.	NMR	
EU 3. 17	40 CFR 63.10(f) (4/20/06)	Boeing must comply with the recordkeeping and reporting requirements in 40 CFR 63.10, unless a waiver is granted by the Puget Sound Clean Air Agency.	NMR	

(b) ANESHAP Applicability & Exemptions

Requirement Nos. EU 3.18 through EU 3.30 are related to the applicability and exemptions of the Aerospace NESHAP.

The manufacturer's supplied data is sufficient to demonstrate compliance with the solvent composition requirements in the Aerospace NESHAP, unless another method is cited in the NESHAP.[3]

[3] *January 15, 1998 letter from Neal Shulman, Puget Sound Clean Air Agency, to David Moore,*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 18	40 CFR 63.741(b) (9/1/98)	Boeing must comply with Subparts GG and A, except as specified in 40 CFR 63.743(a) and Table 1 of Subpart GG.	NMR	
EU 3. 19	40 CFR 63.741(a)-(d) (9/1/98)	Affected sources are specified in 40 CFR 63.741(c)(1) through (7). The activities subject to the Aerospace NESHAP requirements are limited to the manufacture or rework of aerospace vehicles or components as defined in the regulation. Where a dispute arises relating to the applicability of Subpart GG to a specific activity, Boeing shall demonstrate that the activity is not regulated under Subpart GG.	NMR	
EU 3. 20	40 CFR 63.741(e), (f) (9/1/98)	The Aerospace NESHAP requirements are not applicable to: RCRA hazardous waste, specialty coatings, adhesives, adhesive bonding primers, sealant, research and development, quality control, laboratory testing activities, chemical milling, metal finishing, electrodeposition (except of paints), composites processing (except cleaning and coating of composite parts or components that become part of an aerospace vehicle or component as well as composite tooling that comes in contact with such composite parts or components prior to cure), electronic parts and assemblies (except cleaning and topcoating of completed assemblies), manufacture of aircraft transparencies, wastewater operations, parts and assemblies not critical to the vehicle's structural integrity or flight performance. Not applicable to primers, topcoats, chemical milling maskants, strippers and cleaning solvents with HAP and VOC less than 0.1 percent for carcinogens or 1.0 percent for noncarcinogens as determined from manufacturer's representations.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 21	40 CFR 63.741(g) (9/1/98)	The requirements for primers, topcoats, and chemical milling maskants in 40 CFR 63.745 and 40 CFR 63.747 do not apply to the use of low-volume coatings in these categories for which the annual total of each separate formulation used at a facility does not exceed 189 liter (L) (50 gallons [gal]), and the combined annual total of all such primers, topcoats, and chemical milling maskants used at a facility does not exceed 757 L (200 gal).	NMR	
EU 3. 22	40 CFR 63.741(h) (9/1/98)	Regulated activities associated with space vehicles are exempt from the requirements of the Aerospace NESHAP, except for depainting operations in 40 CFR 63.746.	NMR	
EU 3. 23	40 CFR 63.741(i) (9/1/98)	Waterborne coatings are exempt from 40 CFR 63.745(d)-(e), 63.747(d)-(e), 63.749(d) and (h), 63.750(c)-(h) and (k)-(m), 63.752(c) and (f), and 63.753(c) and (e).	NMR	
EU 3. 24	40 CFR 63.741(j) (9/1/98)	Aerospace NESHAP does not apply to rework on antique vehicles.	NMR	
EU 3. 25	40 CFR 63.743(c) (4/20/06)	Requirements for the use of air pollution control device not listed in this subpart.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 26	40 CFR 63.743(d) (4/20/06)	Facilities may choose to comply with averaging provisions herein rather than individual coating limits in 40 CFR 63.745 and 40 CFR 63.747. If choosing to comply with averaging provisions, Boeing shall use any combination of primers, topcoats (including self-priming topcoats), Type I chemical milling maskants, or Type II chemical milling maskants such that the monthly volume-weighted average organic HAP and VOC contents of the combination of primers, topcoats, Type I chemical milling maskants, or Type II chemical milling maskants, as determined in accordance with the applicable procedures set forth in 40 CFR 63.750, complies with the specified content limits in 40 CFR 63.745(c) and 40 CFR 63.747(c). Averaging is allowed only for uncontrolled primers, topcoats (including self-priming topcoats), Type I chemical milling maskants, or Type II chemical milling maskants. Averaging is not allowed between primers and topcoats (including self-priming topcoats); nor between Type I and Type II chemical milling maskants; nor between primers and chemical milling maskants; nor between topcoats and chemical milling maskants.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	
EU 3. 27	40 CFR 63.746(a) (9/1/98)	Aerospace NESHAP depainting requirements in 40 CFR 63.746 do not apply to a facility that depaints six or less completed aerospace vehicles in a calendar year.	NMR	
EU 3. 28	40 CFR 63.749(a) (3/27/98)	New and reconstructed affected sources that have an initial startup after the effective date of 40 CFR 63 Subpart GG must comply with the requirements of 40 CFR 63 Subpart GG upon startup.	NMR	
EU 3. 29	40 CFR 63.751(e) (12/8/00)	Boeing must receive permission from the Puget Sound Clean Air Agency before using an alternative monitoring procedure.	NMR	
EU 3. 30	40 CFR 63.751(f) (12/8/00)	Reduction of monitoring data. All emission data shall be converted into units specified in this subpart for reporting purposes. After conversion into units specified in this subpart, the data may be rounded to the same number of significant digits as used in this subpart to specify the emission limit.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(c) ANESHAP Cleaning				
Requirement Nos. EU 3.31 through EU 3.48 are the Aerospace NESHAP requirements related to the cleaning of aerospace parts and spray equipment. The manufacturer's supplied data is sufficient to demonstrate compliance with the solvent composition requirements in the Aerospace NESHAP, unless another method is cited in the NESHAP.[3]				
EU 3. 31	40 CFR 63.744 Table 1 (6/23/03)	Aqueous cleaners are ≥80 percent water, have flash points > 200°F and are miscible with water. Hydrocarbon based cleaners are mixtures of photochemically reactive hydrocarbons and oxygenated hydrocarbons, have a maximum vapor pressure of 7 mm Hg at 20°C, and contain no HAP.	NMR	
EU 3. 32	40 CFR 63.744(a) (6/23/03)	Must comply with housekeeping measures for cleaning operations unless using solvents that are identified in Table 1 of 40 CFR 63.744 as aqueous cleaners or hydrocarbon cleaners, or that meet the 40 CFR 63.741(f) de minimis levels.	NMR	
EU 3. 33	40 CFR 63.744(a)(1) (6/23/03)	Place cleaning solvent-laden cloth, paper, or any other absorbent applicators used for cleaning in bags or other closed containers upon completing their use. Use bags and containers of such design so as to contain the vapors of the cleaning solvent. "Completing their use" means when cleaning operation is completed or before leaving for a break or end shift, whichever comes first.	II.A.1(d) Work Practice Inspection	
EU 3. 34	40 CFR 63.744(a)(1) (6/23/03)	Cotton-tipped swabs used for very small cleaning operations are exempt from the requirements of 40 CFR 63.744(a)(1).	NMR	
EU 3. 35	40 CFR 63.744(a)(2) (6/23/03)	Fresh and spent cleaning solvents must be stored in closed containers.	II.A.1(d) Work Practice Inspection	
EU 3. 36	40 CFR 63.744(a)(3) (6/23/03)	Handling and transfer of cleaning solvents must be conducted in a manner as to minimize spills.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 37	40 CFR 63.744(b) (6/23/03)	Cleaning solvent solutions that contain HAP or VOC below the de minimis levels specified in 40 CFR 63.741(f) are exempt from the requirements in paragraphs (b)(1), (b)(2), and (b)(3).	NMR	
EU 3. 38	40 CFR 63.744(b)(1) & (2) (6/23/03)	Hand-wipe cleaning solvent must meet the aqueous or hydrocarbon-based composition requirements, or have composite v.p. of 45 mm Hg or less @ 20°C.	II.A.2(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure	40 CFR 63.750(a), 63.750(b)
EU 3. 39	40 CFR 63.744(c) (6/23/03)	Must use one or more of the following techniques, or their equivalent, to clean spray guns: • Enclosed system cleaning: clean spray gun in an enclosed system that is closed at all times except when inserting or removing the spray gun. Cleaning shall consist of forcing solvent through gun. • Nonatomized cleaning: clean spray gun by placing cleaning solvent in the pressure pot and forcing it through the gun with the atomizing cap in place. No atomizing air is to be used. Direct the cleaning solvent from the gun into a vat, drum, or the waste container that is closed when not in use. • Disassembled cleaning: disassemble the spray gun and clean the components by hand in a vat, which shall remain closed at all times except when in use; or soak components in a vat, which shall remain closed during the soaking period and when not inserting or removing components. • Atomizing cleaning: Clean spray gun by forcing the cleaning solvent through the gun and directing the resulting atomized spray into a waste container that is fitted with a device designed to capture the atomized cleaning solvent emissions. Cleaning of nozzle tips of automated spray equipment systems, except for robotic systems programmed to spray into a closed container, are exempt from the requirements of paragraphs c(1)-(4). Cleaning solvent solutions that contain HAP or VOC	II.A.1(d) Work Practice Inspection II.A.2(d)(i) Enclosed Gun Cleaning Systems	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		below the de minimis levels specified in 40 CFR 63.741(f) are exempt from the requirements in paragraphs (c)(1)-(4). Cleaning procedures used in Safety Kleen gun cleaner models 1107 and 1111 are generally equivalent to those specified in 40 CFR 63.744(c)(2) and (3).[4]		
EU 3. 40	40 CFR 63.744(d) (6/23/03)	Flush cleaning operations, excluding those in which Table 1 or semi-aqueous cleaning solvents are used; Boeing shall empty the used cleaning solvent each time aerospace parts, assemblies, or components of a coating unit (with the exception of spray guns) are flush cleaned into an enclosed container or collection system that is kept closed when not in use or into a system with equivalent emission control.	II.A.1(d) Work Practice Inspection	
EU 3. 41	40 CFR 63.744(e) (6/23/03)	The following cleaning operations are exempt from the requirements of 40 CFR 63.744(b) for hand-wipe cleaning: (1) Cleaning during the manufacture, assembly, installation, maintenance, or testing of components of breathing oxygen systems that are exposed to the breathing oxygen; (2) Cleaning during manufacture, assembly, installation maintenance or testing of parts, subassemblies, or assemblies that are exposed to strong oxidizers or reducers (e.g., nitrogen tetraoxide, liquid oxygen, or hydrazine); (3) Cleaning and surface activation prior to adhesive bonding; (4) Cleaning of electronic parts and assemblies containing electronic parts; (5) Cleaning of aircraft and ground support equipment fluid systems that are exposed to the fluid, including air-to-air heat exchangers and hydraulic fluid system;	NMR	

[4] *June 14, 2000 letter from Jay Willenberg, Puget Sound Clean Air Agency, to Robin Bennett, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		(6) Cleaning of fuel cells, fuel tanks, and confined spaces; (7) Surface cleaning of solar cells, coated optics, and thermal control surfaces; (8) Cleaning during fabrication, assembly, installation and maintenance of upholstery, curtains, carpet, and other textile materials used in the interior of the aircraft; (9) Cleaning of metallic and nonmetallic materials used in honeycomb cores during the manufacture or maintenance of these cores, and cleaning of the completed cores used in the manufacture of aerospace vehicles or components; (10) Cleaning of aircraft transparencies, polycarbonate, or glass substrates; (11) Cleaning and cleaning solvent usage associated with research and development, quality control, and laboratory testing; (12) Cleaning operations, using nonflammable liquids, conducted within five feet of energized electrical systems. Energized electrical systems means any AC or DC electrical circuit on an assembled aircraft once electrical power is connected, including interior passenger and cargo areas, wheel wells and tail sections; and; (13) Cleaning operations identified as essential uses under the Montreal Protocol for which the Administrator has allocated essential use allowances or exemption in 40 CFR 82.4.		
EU 3. 42	40 CFR 63.750(a) (10/17/00)	Boeing shall demonstrate compliance with solvent composition using manufacturer's data. The data shall identify all components of the cleaning solvent and shall demonstrate that one of the approved composition definitions is met.	NMR	
EU 3. 43	40 CFR 63.750(b) (10/17/00)	Boeing shall follow 40 CFR 63.750(b) to determine the vapor pressure of cleaning solvents.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 44	40 CFR 63.752(b)(1) (9/1/98)	Boeing shall record the name, vapor pressure, and documentation showing the organic HAP constituents of each cleaning solvent used for affected cleaning operations at the facility.	II.A.2(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 45	40 CFR 63.752(b)(2) (9/1/98)	For complying with hand-wipe cleaner composition requirements specified in 63.744(b)(1), or for semi-aqueous cleaning solvent for flush cleaning, Boeing shall keep records of name, data/calculations, and annual volumes on file.	II.A.2(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 46	40 CFR 63.752(b)(3) (9/1/98)	For complying with hand-wipe cleaner vapor pressure limit (not complying with the composition requirements specified in 63.744(b)(1)), Boeing must keep records of name, vapor pressure, data/calculations/test results, and monthly volumes on file for five years (the most recent two years must be kept on site) as required by 40 CFR 63.10(b)(1).	II.A.2(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 47	40 CFR 63.752(b)(4) (9/1/98)	For using noncompliant hand-wipe cleaning solvent in exempt cleaning operations specified in 40 CFR 63.744(e), Boeing shall keep records on monthly volumes by operation and a master list of processes on file.	II.A.2(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 48	40 CFR 63.752(b)(5) (9/1/98)	Boeing shall keep a record of all leaks from enclosed spray gun cleaners identified pursuant to 63.751(a) that includes the source identification, date leak was discovered and date leak was repaired for each leak found.	II.A.2(d)(i) Enclosed Gun Cleaning Systems	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(d) ANESHAP Coating				
Requirement Nos. EU 3. 49 through EU 3. 56 are the Aerospace NESHAP requirements related to aerospace coating operations. The Aerospace NESHAP requirements only apply to aerospace primer and topcoat application operations as defined in 40 CFR 63.741(c)(2) & (3) and 40 CFR 63.742. Specialty coatings as defined in Appendix A of 40 CFR Part 63 Subpart GG are exempt from the requirements of 40 CFR 63.745 and 752(c). Structures that protrude from the fuselage, including wings and attached components, control surfaces, horizontal stabilizers, vertical fins, wing-to-body fairings, antennae, and landing gear and doors, have special coating requirements due to their flexion, aspect in the airstream, and practical limitations on access for inspection and recoating. Due to these considerations, the coatings applied generally require greater corrosion resistance and enhanced adhesion. Consequently, the coatings applied to these protruding structures and all their integral parts are considered to be a Commercial Exterior Aerodynamic Structural Primer specialty coating and, therefore, exempt from the requirements of 40 CFR 63.745 and 752(c) as allowed by 40 CFR 63.741(f). The manufacturer's supplied data is sufficient to demonstrate compliance with the solvent composition requirements in the Aerospace NESHAP, unless another method is cited in the NESHAP.[3] Aerospace NESHAP requirements for coatings with inorganic HAPs do not apply to coatings with inorganic HAP concentrations less than 0.1% for carcinogens and 1.0% for non-carcinogens.[5]				
EU 3. 49	40 CFR 63.741(i) (9/1/98)	For exempt waterborne coatings, Boeing shall maintain manufacturer's data on HAP/VOC content and annual purchase records for 5 years.	II.A.2(c) Documentation on File	
EU 3. 50	40 CFR 63.745(a) (12/8/00)	Aerospace equipment that is no longer operational, intended for public display, and not easily capable of being moved is exempt from the requirements of 40 CFR 63.745, EU 3. 51 through EU 3. 55.	NMR	
EU 3. 51	40 CFR 63.745(b) (12/8/00)	Boeing shall conduct handling and transfer of HAP-containing primers and topcoats in such a manner to minimize spills.	II.A.1(d) Work Practice Inspection	

[5] *February 19, 1999 letter from J. M. Willenberg, Puget Sound Clean Air Agency, to Robin Bennett, Boeing, and April 2, 1999 letter from Bonnie Thie, EPA, to Robin Bennett, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 52	40 CFR 63.745(c) (12/8/00)	Boeing shall limit primer organic HAP/VOC content to 350 g/l or 650 g/l for large commercial aircraft and their components; topcoat organic HAP/VOC content to 420 g/l.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	EPA Method 24 (See 40 CFR Part 60, Appendix A, July 1, 2001) 40 CFR 63.750(c)-(f)
EU 3. 53	40 CFR 63.745(e) (12/8/00)	Compliance with the organic HAP and VOC content limits specified in 40 CFR 63.745(c)(1) through (c)(4), EU 3. 52, shall be accomplished by using the methods specified in 40 CFR 63.745(e)(1) and (e)(2) either by themselves or in conjunction with one another. (1) Use primers and topcoats (including self-priming topcoats) with HAP and VOC content levels equal to or less than the limits specified in 40 CFR 63.745(c)(1) through (c)(4); or (2) Use the averaging provisions described in 40 CFR 63.743(d), EU 3. 26.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	
EU 3. 54	40 CFR 63.745(f)(1), (2) (12/8/00)	Specific primer/topcoat application techniques identified in 40 CFR 63.745(f)(1) are required; must be operated according to company procedures, locally specified operating procedures, or manufacturer's specifications whichever is most stringent. Modified guns must maintain transfer efficiency equivalent to HVLP.	II.A.1(d) Work Practice Inspection	
EU 3. 55	40 CFR 63.745(f)(3) (12/8/00)	Certain situations are exempt from the requirements of 40 CFR 63.745(f)(1), including the use of airbrush equipment, hand-held aerosol cans, and touch-up and repair operations. Preval hand-held aerosol cans with a non-refillable pressurized portion qualify for the exemption under 40 CFR 63.741(f).[6]	NMR	

[6] *October 14, 1998 letter from Douglas Hardesty, EPA, to Jay Willenberg, Puget Sound Clean Air Agency.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 56	40 CFR 63.750(i) (10/17/00)	Boeing may apply for alternative application methods for primers and topcoats by following procedures in 40 CFR 63.750(i).	NMR	
(e) ANESHAP Coating Recordkeeping Requirement Nos. EU 3. 57 through EU 3. 60 are the Aerospace NESHAP recordkeeping requirements related to aerospace coating operations. These requirements only apply to aerospace primer and topcoat application operations as defined in 40 CFR 63.741(c)(2) & (3) and 40 CFR 63.742.				
EU 3. 57	40 CFR 63.752(c)(1) (9/1/98)	Boeing must keep records of name and VOC content for all primers and topcoats as received and as applied.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	
EU 3. 58	40 CFR 63.752(c)(2) (9/1/98)	For compliant coatings, Boeing must keep records on organic HAP and VOC contents, as applied, data/calculations or Method 24 used to determine them, and monthly usage.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	
EU 3. 59	40 CFR 63.752(c)(3) (9/1/98)	For low-HAP/VOC uncontrolled primers as applied: (<=250 g/L HAP less water as applied) and VOC (<=250 g/L VOC less water & exempt solvents); site must keep annual purchase records, and data/calculations or Method 24 used to determine organic HAP content on file.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	
EU 3. 60	40 CFR 63.752(c)(4) (9/1/98)	For primers and topcoats complying with the organic HAP/VOC content level by averaging, site must keep monthly volume-weighted average masses of organic HAP/VOC emitted per unit volume of coating as applied as determined by procedures in 40 CFR 63.750(d) and (f), and all data, calculations, and test results used to determine these values.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		(f) ANESHAP Primer & Topcoat		
		Requirement Nos. EU 3. 61 through EU 3. 78 are the Aerospace NESHAP requirements related to aerospace primer and topcoat application operations (as defined in 40 CFR 63.741 and 742) where the primer or topcoat contains an inorganic HAP. These requirements only apply when an aerospace primer and topcoat containing an inorganic HAP is sprayed onto an aerospace part. The spray booths in which this activity occurred at the time of permit issuance are identified above in the emission unit description. Coatings that do not contain inorganic HAPs or coatings that are not primers or topcoats as defined in the Aerospace NESHAP may also be sprayed in these booths. Boeing may add other booths as being subject to the inorganic HAP requirements provided that Boeing shall, contemporaneously with making the change, record in a log at Boeing Everett a record of the additional booths that are required to comply with the following requirements and the scenario under which they are operating.		
EU 3. 61	40 CFR 63.743(a)(10) (4/20/06)	Boeing shall notify the Administrator and the Puget Sound Clean Air Agency on or before March 1 of each year requirements for (re)construction of booths or hangars, during the prior calendar year, with potential to emit less than 10 tons/yr of an individual inorganic HAP or less than 25 tons/yr of all inorganic HAP combined. Submission of a Notice of Construction and Application for Approval to the Puget Sound Clean Air Agency fulfills the above-mentioned initial notification requirements.	II.A.2(a) Approval by the Puget Sound Clean Air Agency, via NOC/Order of Approval	
EU 3. 62	40 CFR 63.743(b) (4/20/06)	Boeing must prepare a startup, shutdown and malfunction plan required for water wash booths and dry particulate filter systems not operated per the manufacturer's instructions. In addition to the information required in 40 CFR 63.6, this plan shall also include the following provisions: (1) The plan shall specify the operation and maintenance criteria for each air pollution control device or equipment and shall include a standardized checklist to document the operation and maintenance of the requirement; (2) The plan shall include a systematic procedure for identifying malfunctions and for reporting them immediately to supervisory personnel: and (3) The plan shall specify procedures to be followed to ensure that equipment or process malfunctions due to poor maintenance or other preventable conditions do not occur.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 63	40 CFR 63.743(b) (4/20/06)	Dry particulate filter systems operated per the manufacturer's instructions are exempt from a startup, shutdown and malfunction plan required by 40 CFR 63.6(e)(3).	NMR	
EU 3. 64	40 CFR 63.745(g)(1) (12/8/00)	Boeing shall apply aerospace primers and topcoats in a booth or hangar with airflow directed downward, onto or across and exhausted through one or more outlets.	II.A.1(c) Facility Inspections	
EU 3. 65	40 CFR 63.745(g)(2)(i)(A) (12/8/00)	For existing booths or hangars where primers or topcoats containing inorganic HAPs are spray applied, the air stream must be exhausted through a dry particulate filter system certified using Method 319 to meet or exceed the efficiency data points in Tables 1 and 2. Alternatively, may choose to comply with 40 CFR 63.745(g)(2)(i)(B), EU 3. 66, or (C), EU 3. 67.	II.A.2(c) Documentation on File	EPA Method 319 (See 40 CFR Part 63, Appendix A, July 1, 2001)
EU 3. 66	40 CFR 63.745(g)(2)(i)(B) (12/8/00)	For existing booths or hangars where primers or topcoats containing inorganic HAPs are spray applied, the air stream must be exhausted through a waterwash system that remains in operation during all coating application operations. Alternatively, may choose to comply with 40 CFR 63.745(g)(2)(i)(A), EU 3. 65, or 40 CFR 63.745(g)(2)(i)(C), EU 3. 67.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 67	40 CFR 63.745(g)(2)(i)(C) (12/8/00)	For existing booths or hangars where primers or topcoats containing inorganic HAPs are spray applied, the air stream must be exhausted through an air pollution control system that meets or exceeds the efficiency data points in Tables 1 and 2 and is approved by the permitting authority. Alternatively, may choose to comply with 40 CFR 63.745(g)(2)(i)(A), EU 3. 65, or (B), EU 3. 66.	II.A.2(c) Documentation on File	
EU 3. 68	40 CFR 63.745(g)(2)(ii)(A) (12/8/00)	For new booths or hangars where primers or topcoats containing inorganic HAPs are spray applied, the air stream must be exhausted through a dry particulate filter system that is certified using Method 319 to meet or exceed the efficiency data points in Tables 3 and 4. Alternatively, may choose to comply with 40 CFR 63.745(g)(2)(ii)(B), EU 3. 69.	II.A.2(c) Documentation on File	319

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 69	40 CFR 63.745(g)(2)(ii)(B) (12/8/00)	For new booths or hangars where primers or topcoats containing inorganic HAPs are spray applied, the air stream must be exhausted through an air pollution control system that meets or exceeds the efficiency data points in Tables 3 and 4 and is approved by the permitting authority. Alternatively, may choose to comply with 40 CFR 63.745(g)(2)(ii)(A), EU 3. 68.	II.A.2(a) Approval by the Puget Sound Clean Air Agency, via NOC/Order of Approval	
EU 3. 70	40 CFR 63.745(g)(2)(iii) (12/8/00)	Alternate control technology options for sources for which construction commenced after June 6, 1994, but before October 29, 1996.	II.A.2(a) Approval by the Puget Sound Clean Air Agency, via NOC/Order of Approval	
EU 3. 71	40 CFR 63.745(g)(2)(iv) (12/8/00)	For dry filter system, must maintain in good working order, Boeing must install a differential pressure gauge, continuously monitor the pressure drop across the filter and record once per shift, and take corrective action if outside the limits.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths, II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 72	40 CFR 63.745(g)(3) (12/8/00)	Boeing must shut down the spray operation if the pressure drop (as recorded pursuant to 63.752(d)(1)) or water flow (as recorded pursuant to 63.752(d)(2)) go outside of the range or if Boeing does not do scheduled maintenance. The operation shall not be resumed until the pressure drop or water flow rate is returned within the specified limit(s).	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 73	40 CFR 63.745(g)(4) (12/8/00)	The requirements of paragraphs (g)(1), EU 3. 64, through (g)(3), EU 3. 72, do not apply to: touchup of scratched surfaces or damaged paint; hole daubing for fasteners; touchup of trimmed edges; coating prior to joining dissimilar metal components; stencil operations performed by brush or air brush; section joining; touchup of bushing and other similar parts; sealant detackifying; painting parts in an area identified in a Title V permit, where the Puget Sound Clean Air Agency has determined that it is not technically feasible to paint the parts in a booth; and, use of hand-held spray can application methods.	NMR	
EU 3. 74	40 CFR 63.745(g)(2)(v) (12/8/00)	When water wash is used to control inorganic HAP emissions from the booth, Boeing must continuously monitor water flow rate and record once per shift.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 75	40 CFR 63.750(o) (10/17/00)	When dry filters are used to control inorganic HAP emissions from the booth, the filters must be certified using Method 319.	II.A.2(c) Documentation on File	
EU 3. 76	40 CFR 63.751(c)(1) (12/8/00)	When dry filters are used to control inorganic HAP, while primer or topcoat application operations are occurring, Boeing shall continuously monitor pressure drop or water flow rate as applicable across the system and read and record the pressure drop once per shift following the recordkeeping requirements of 40 CFR 63.752(d).	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 77	40 CFR 63.751(c)(2) (12/8/00)	When water wash is used to control inorganic HAP emissions from the booth, while primer and topcoat application operations are occurring, Boeing shall continuously monitor the water flow rate through the system and read and record the water flow rate once per shift following the recordkeeping requirements of 40 CFR 63.752(d).	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 78	40 CFR 63.752(d) (9/1/98)	Boeing shall record pressure drop or water flow once each shift. Log shall include limits.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
		(g) ANESHAP Waste		
		Requirement No. EU 3. 79 is the Aerospace NESHAP requirement related to waste handling operations.		
EU 3. 79	40 CFR 63.748 (9/1/96)	Except as provided in EU 3. 20, Boeing shall conduct handling and transfer of HAP-containing wastes in such a manner to minimize spills.	II.A.1(d) Work Practice Inspection	
		(h) ANESHAP Alternate Operating Scenario Depainting		
		Requirement Nos. EU 3. 80 through EU 3. 90 apply if the facility depaints more than 6 completed aircraft in a calendar year. Depainting is defined in 40 CFR 63.742 and excludes hand and mechanical sanding and any other non-chemical process that does not involve blast media or other mechanisms that would result in air borne particle movement at high velocity. An aircraft is counted as depainted if it has all the fuselage, wings, vertical stabilizers and horizontal stabilizers connected as one assembled unit and has had paint chemically removed from substantially all of the outer surface of either the fuselage, or wings, or horizontal stabilizers, or vertical stabilizers.		
EU 3. 80	WAC 173-401-650(a) (11/4/93)	Boeing shall, contemporaneously with making a change from one operating scenario to another, record in a log at the permitted facility a record of the scenario under which it is operating.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	
EU 3. 81	40 CFR 63.746(a)(1) (9/1/98)	40 CFR 63.746, EU 3. 81 to EU 3. 86, applies to depainting of outer surface areas of completed aerospace vehicles. Does not apply to the depainting of parts or units normally removed from the aerospace vehicle for depainting. Wings and stabilizers are always subject to the requirements of this section regardless of whether their removal is considered normal practice for depainting.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 82	40 CFR 63.746(a)(2) (9/1/98)	Aerospace vehicles or components that are intended for public display, no longer in operation, and not easily capable of being moved are exempt from the requirements of this section.	NMR	
EU 3. 83	40 CFR 63.746(a)(3) (9/1/98)	The following depainting operations are exempt from the requirements of 40 CFR 63.746, EU 3. 81 to EU 3. 86: (i) depainting of radomes, and (ii) depainting of parts, subassemblies, and assemblies normally removed from the primary aircraft structure before depainting.	NMR	
EU 3. 84	40 CFR 63.746(b)(1) (9/1/98)	New or existing aerospace depainting operations shall emit no organic HAP from chemical stripping formulations and agents or chemical paint softeners.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	
EU 3. 85	40 CFR 63.746(b)(3) (9/1/98)	New or existing depainting operations shall not, on an annual average basis, use more than 26 gallons of organic HAP-containing chemical strippers or alternatively 190 pounds of organic HAP per commercial aircraft depainted; or more than 50 gallons of organic HAP-containing chemical strippers or alternatively 365 pounds of organic HAP per military aircraft depainted for spot stripping and decal removal.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	40 CFR 63.750(j)
EU 3. 86	40 CFR 63.746(b)(5) (9/1/98)	Mechanical and hand sanding operations are exempt from the requirements in 40 CFR 63.746(b)(4)	NMR	
EU 3. 87	40 CFR 63.750(j) (10/17/00)	For sources complying with 40 CFR 63.746(b)(3), EU 3. 85, must determine volume of organic HAP-containing chemical strippers or alternatively the weight of organic HAP used per aircraft using the procedures specified in 40 CFR 63.750(j)(1) through (3).	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 88	40 CFR 63.752(e)(1) (9/1/98)	For all chemical strippers used in depainting operations subject to 40 CFR 63.746, EU 3. 81 to EU 3. 86, record the name of each chemical stripper and the monthly volumes of each organic HAP containing stripper used or monthly weight of organic HAP-material used for spot stripping and decal removal.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	
EU 3. 89	40 CFR 63.752(e)(4) (9/1/98)	For each type of aircraft depainted, a listing of the parts, subassemblies, and assemblies normally removed from the aircraft before depainting. Prototype, test model or aircraft that exist in low numbers are exempt from this requirement.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	
EU 3. 90	40 CFR 63.752(e)(6) (9/1/98)	For spot stripping and decal removal, the volume of organic HAP-containing chemical stripper or weight of organic HAP used, the annual average volume or organic HAP-containing chemical stripper or weight of organic HAP used per aircraft, the annual number of aircraft stripped, and all data and calculations used.	II.A.2(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure	
(i) Requirement Nos. EU 3. 91 through are the Puget Sound Clean Air Agency Regulation I and II requirements for spray coating operations.				
EU 3. 91	Puget Sound Clean Air Agency Reg II: 3.09(a) (12/9/93)	Regulation II: 3.09 applies to operations in which coatings are applied to aerospace components. Aerospace component means the fabricated part, assembly of parts, or completed unit of any aircraft, helicopter, missile, or space vehicle.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 92	Puget Sound Clean Air Agency Reg II: 3.09(b) (12/9/93)	Application of the following coatings in excess of the following limits is unlawful: Commercial Aerospace Topcoat: 420 gm VOC/Liter Military Aerospace Topcoat: 420 gm VOC/Liter Commercial Aerospace Primer: 350 gm VOC/Liter Military Aerospace Primer: 350 gm VOC/Liter Temporary Protective Coating: 250 gm VOC/Liter Commercial Aerospace Topcoat and Primer is defined in Regulation II as BMS 10-11 Type II and BMS 10-11 Type I, respectively. Military Aerospace Topcoat and Primer are defined in Regulation II as the current version of MIL-C-85285 and MIL-P-85582, respectively.	II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	EPA Method 24 (See 40 CFR Part 60, Appendix A, July 1, 2001)
EU 3. 93	Puget Sound Clean Air Agency Reg II: 3.09(c) (12/9/93)	The coatings in Regulation II, 3.09(b) must be applied by HVLP spray equipment (0.1 to 10 psig air pressure for atomization), electrostatic spray equipment, or other acceptable coating application methods listed in Regulation II, 3.09(c), EU 3. 92.	II.A.1(d) Work Practice Inspection	
EU 3. 94	Puget Sound Clean Air Agency Reg II: 3.09(d) (12/9/93)	Boeing must collect and minimize the evaporation of VOC containing materials used for cleanup of spray equipment, including paint lines. VOC-containing cleanup material for spray equipment must be stored in closed containers.	II.A.1(d) Work Practice Inspection	
EU 3. 95	Puget Sound Clean Air Agency Reg II: 3.09(e) (12/9/93)	Containers used for the storage or disposal of VOC containing materials shall be kept closed except when being cleaned or when materials are being added, mixed, or removed. Closed containers for solvent rag or paper disposal are required. Disposal is required when the cleaning operation is completed or before leaving for a break or end of shift, whichever comes first.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		(j) Motor vehicles Requirement Nos. EU 3. 96 through EU 3. 105 are the Puget Sound Clean Air Agency requirements that apply to motor vehicle and mobile equipment coating operations. Motor vehicle and mobile equipment coating operations are not normally conducted in the spray coating units used in aerospace component coating operations. Reg. II Section 3.04 requirements for Original Equipment Manufacturers (OEM) do not apply to Boeing.[7]		
EU 3. 96	Puget Sound Clean Air Agency Reg. II:3.04(a) & (b), (12/9/93) *This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(a) into the SIP.*	Motor vehicle and mobile equipment coating VOC content must not exceed the limits in Reg II 3.04(a) and (b). Mobile equipment is equipment that is licensed or likely to be licensed to operate on a public roadway.[8]	II.A.1(d) Work Practice Inspection II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	

[7] *July 23, 2003 letter from James Nolan, Puget Sound Clean Air Agency, to Michael Verhaar, Boeing.*

[8] *January 30, 2001 letter from Jay Willenberg, Puget Sound Clean Air Agency, to Edward Cierebiej, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 97	Puget Sound Clean Air Agency Reg. II: 3.04(a) *(7/24/03)* (*State Only*) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(a) & (b).*	Unlawful for original equipment manufactures to apply any coating with a VOC content in excess of the following limits to motorized vehicles, their parts and components, or equipment designed to be pulled by motorized vehicles: Pretreatment Wash Primer 780 g/l Precoat 780 g/l Primer/Primer Surfacer 720 g/l Primer Sealer 720 g/l Topcoat 720 g/l Metallic/Iridescent Topcoat 720 g/l	II.A.1(d) Work Practice Inspection II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	
EU 3. 98	Puget Sound Clean Air Agency Reg. II:3.04(c) *(12/9/93) This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(b) into the SIP.*	Motor vehicle and mobile equipment specialty coating VOC content must not exceed 840 g/L. Mobile equipment is equipment that is licensed or likely to be licensed to operate on a public roadway.[8]	II.A.1(d) Work Practice Inspection II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 99	Puget Sound Clean Air Agency Reg. II: 3.04(b) *(7/24/03)* (*State Only*) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(c).*	It shall be unlawful for any person to apply any specialty coating with a VOC content in excess of 840 grams/liter, excluding water. Use of all specialty coatings except antiglare/safety coatings shall not exceed 5.0% of all coatings applied on a monthly basis. Specialty coatings are coatings that are necessary due to unusual job performance requirements and whose VOC content exceeds 630 grams/liter.	II.A.1(d) Work Practice Inspection II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	
EU 3. 100	Puget Sound Clean Air Agency Reg. II:3.04(d) (12/9/93) *This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(c) into the SIP.*	VOC content of coating must be displayed on container or available on file for inspection.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 101	Puget Sound Clean Air Agency Reg. II: 3.04(c) *(7/24/03) (State Only) This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(d).*	The VOC content of each coating regulated by this section shall be available to the Agency upon request. Monthly records shall be maintained to demonstrate compliance with the standards specified in Section 3.04(a) and 3.04(b) of this regulation. The records shall include type of paint, quantity applied, and how the coating qualifies as specialty. The records shall be made available to Agency personnel upon request.	II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure	
EU 3. 102	Puget Sound Clean Air Agency Reg. II:3.04(e) (12/9/93) *This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(d) into the SIP.*	HVLP (0.1 to 10 psig air pressure for atomization), electrostatic, or other acceptable coating application method must be employed.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 103	Puget Sound Clean Air Agency Reg. II: 3.04(d) *(7/24/03) (State Only) This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(e)*	It shall be unlawful for any person to apply any VOC-containing material to any motorized vehicles, their parts and components, or equipment designed to be pulled by motorized vehicles unless the coating is applied by the use of one of the following methods: (1) High volume, low pressure (0.1 to 10 psig air pressure for atomization) spray equipment, (2) Electrostatic spray equipment, (3) Flow coat, (4) Dip coat, (5) Brush coat, (6) Hand-held aerosol cans, (7) Roll coat, or (8) Air brush	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 104	Puget Sound Clean Air Agency Reg. II:3.04(f) (12/9/93) *This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(e) into the SIP.* Puget Sound Clean Air Agency Reg. II: 3.04(e) *(7/24/03) (State Only) This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(f)*	Boeing must collect and minimize the evaporation of VOC-containing materials used for cleanup of spray equipment, including paint lines. VOC containing cleanup material for spray equipment collected in closed containers.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 105	Puget Sound Clean Air Agency Reg. II:3.04(g) (12/9/93) *This requirement will be superseded upon adoption of the 7/24/03 version of Reg. II, 3.04(f) into the SIP.* Puget Sound Clean Air Agency Reg. II: 3.04(f) *(7/24/03) (State Only) This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/93 version of Reg. II, 3.04(g)*	VOC containing material must be stored in closed containers and disposed of properly.	II.A.1(d) Work Practice Inspection	

(k) O&M

Requirement Nos. EU 3. 106 and EU 3. 107are the Puget Sound Clean Air Agency O&M requirements for operating permit sources.

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 106	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Boeing shall develop and implement an O&M plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring requirement supersedes the monitoring method for this requirement listed in I.A.11	
EU 3. 107	Puget Sound Clean Air Agency Reg I: 9.20 (6/9/88)	All equipment must be maintained in good working order.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.10	
(l) Outside spray coating Requirement Nos. EU 3. 108 and EU 3.109 are the Order of Approval No. 7498 permit conditions for spray coating operations conducted outside of spray enclosures at the Boeing Everett facility.				
EU 3. 108	Order of Approval No. 7498, Condition No. 3	Boeing shall limit spray coating operations outside of a spray enclosure to operations such as: (a) Coating areas that were covered by holding fixtures, tooling, or protective masking during original	II.A.1(c) Facility Inspections	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
	(3/3/99)	painting operations, (b) Coating over sealants applied throughout the manufacturing process, (c) Coating areas which are imperfections like poor coverage, scratched, damaged paint, runs in paint, fish eyes, etc., (d) Coating areas on large subassemblies normally scheduled to be painted in ventilated enclosures, but required to travel due to out-of-sequence work, (e) Coating areas of fasteners, components, assemblies, subassemblies, or surfaces that are joined, replaced, damaged, repaired, or trimmed, (f) Coating prior to joining dissimilar metal components, (g) Stencil, decorative, or temporary marking operations, (h) Touchup of bushings and other similar parts, (i) Sealant detackifying, (j) Coating operations on the assembly flightline, and, (k) Coating areas on large subassemblies or parts that are too large to be reasonably handled in an enclosed spray booth.		
EU 3. 109	Order of Approval No. 7498, Condition No. 4 (3/3/99)	Boeing shall not cause or allow fallout from spray painting operations such that the presence of the fallout remains visible at or near any building exhaust.	II.A.1(c) Facility Inspections	
(m) Requirement Nos. EU 3. 110 through EU 3. 115 are the Order of Approval No. 3763 and PSD 91-01 permit conditions that apply to the Bldg. 45-04 paint hangar.				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 110	PSD #91-01 Amendment 2, Condition #1 (Aug 2000)	VOC emissions shall not exceed 142 tons per year.	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	
EU 3. 111	PSD #91-01 Amendment 2, Condition #3 (Aug 2000)	Methods used for aerospace cleaning operations shall be limited to those methods allowed under Section 40 CFR 63.744 of Subpart GG, National Emission Standards for Aerospace Manufacturing and Rework Facilities. Exemptions listed in 40 CFR 63.744(e) shall apply.	II.A.1(d) Work Practice Inspection	
EU 3. 112	PSD #91-01 Amendment 2, Condition #4 (Aug 2000)	Methods used for application of aerospace coatings shall be limited to high transfer efficiency (HTE) methods listed in section 40 CFR 63.745(f) of Subpart GG, National Emission Standards for Aerospace Manufacturing and Rework Facilities. Exemptions listed in 40 CFR 63.745(f)(3) shall apply.	II.A.1(d) Work Practice Inspection	
EU 3. 113	PSD #91-01 Amendment 2, Condition #6 (Aug 2000)	All operations in Bldg. 45-04 shall comply with Regulation II of Puget Sound Clean Air Agency.	NMR	
EU 3. 114	PSD #91-01 Amendment 2, Condition #8 (Aug 2000)	Any activity which is undertaken by Boeing or others, in a manner which is inconsistent with the PSD application and approval, shall be subject to Department of Ecology enforcement under applicable regulations. Nothing in the PSD approval shall be construed so as to relieve Boeing of its obligations under any state, local, or federal laws or regulations	NMR	
EU 3. 115	PSD #91-01 Amendment 2, Condition #10 (Aug 2000)	Access to Bldg. 45-04 by the EPA, WDOE, state or local regulatory personnel shall be permitted upon request for the purpose of compliance assurance inspections.	NMR	
(n) Requirement Nos. EU 3. 116 through EU 3.119 are the Orders of Approval permit conditions that apply to all spray booths in the Bldg. 40-37.				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 116	Order of Approval No. 3892, Condition #6	Boeing shall not pressure test with ammonia more than two wings per day.	II.A.1(d) Work Practice Inspection	
EU 3. 117	Order of Approval Nos. 5051(4) (9/7/93), 5054 (4) (9/7/93), 9058 (5) (7/28/04), 5059 (4) (9/7/93), 5060 (4) (5/22/95), 5061 (4) (9/7/93), 5063 (4) (9/7/93)	Boeing will install a gauge to measure pressure differential across the exhaust filters. The gauge shall indicate the acceptable pressure drops.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 118	Order of Approval No. 9058 Condition No. 3 (7/28/04)	Boeing shall use air-assisted airless, high volume low pressure (HVLP), hand-held spray cans, electrostatic spray application, flow/curtain coat, dip coat, roll coat, or brush coat for the application of corrosion inhibiting compound (CIC). For the application of CIC in the lower lobe of the aircraft body sections and in confined, difficult to reach areas, Boeing may use an airless wand for the spray coating application in addition to the methods described above.	II.A.1(d) Work Practice Inspection	
EU 3. 119	Order of Approval No. 9058 Condition No. 4 (7/28/04)	Boeing may use other coating application methods for application of CIC that have a transfer efficiency of 60% or greater if Boeing pre-determines the transfer efficiency of these other methods. Boeing shall use either a transfer efficiency test approved by the Puget Sound Clean Air Agency or shall otherwise demonstrate that to the satisfaction of the Agency that the method has a transfer efficiency of 60% or greater. Boeing shall provide written notification to the Puget Sound Clean Air Agency of the results of the transfer efficiency determination prior to implementing the new application method.	II.A.2(c) Documentation on File	
(o) Requirement Nos. EU 3. 116 through EU 3. 133 are the PSD 91-06 Amendment 2 permit conditions that apply to the Model 777 assembly operations.				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 120	PSD #91-06, Amendment 2, Condition #2, 6/13/05	Only air, nitrogen, inert gas, or carbon dioxide may be used to pressure test Model 777 wings.	II.A.1(d) Work Practice Inspection	
EU 3. 121	PSD #91-06, Amendment 2, Condition #3, 6/13/05	VOC emissions from Model 777 assembly operations described in Findings 1 through 4 of PSD #91-06 at Boeing Everett: 1. Shall not exceed 238.8 tons per year. 2. VOCs are as defined in 40 CFR 51.100(s).	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	
EU 3. 122	PSD #91-06, Amendment 2, Condition #4, 6/13/05	Corrosion-inhibiting compound (CIC) coatings used at the Final Body Join and Final Assembly tool positions must meet the following VOC emission factors. For CIC coatings applied with hand held aerosol spray cans, the propellant shall not be included in calculating the coating VOC emission factor of the coating. "Advanced" and "Heavy Duty" CIC shall be consistent with the description in Finding 10b of PSD #91-06. 1. "Advanced" CIC: Maximum calculated VOC emission factor no greater than 0.023 kilogram VOC per meter squared of coated surface (kg VOC/m^2). 2. "Heavy Duty" CIC: Maximum calculated VOC emission factor no greater than 0.016 kg VOC/m^2 of coated surface. 3. CIC other than those listed above: Maximum calculated VOC emission factor no greater than 0.012 kg VOC/m^2 of coated surface.	II.A.2(b) VOC Content Monitoring and Recordkeeping Procedure II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 123	PSD #91-06, Amendment 2, Condition #5, 6/13/05	Surface coating equipment will have a transfer efficiency of 60 percent or greater with the following exceptions: 1. Application of CIC at the Final Body Join and Final Assembly tools positions as provided in Approval Condition 6. 2. In the lower lobe of the aircraft body sections. 3. In aircraft sections that PSCAA agree are too difficult to reach with a spray gun. 4. Touchup and repair operations meeting the following definition: That portion of the coating operation that is the incidental application of coating used to cover minor imperfections in the coating finish or to achieve complete coverage. This definition includes out-of-sequence or out-of-cycle coating. 5. Stenciling, lettering, and identification marking using an airbrush. 6. Hand-held aerosol cans.	II.A.1(d) Work Practice Inspection	
EU 3. 124	PSD #91-06, Amendment 2, Condition #6, 6/13/05	When spray-applying CICs at the Final Body Join and Final Assembly tool positions, Boeing shall use air-assisted airless and airless spray gun painting systems and near-surface spraying techniques or other equipment/technique combinations with equivalent or better transfer efficiencies.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 125	PSD #91-06, Amendment 2, Condition #7, 6/13/05	Spray guns and hoses will be cleaned by one or more of the following, or equivalent methods that are approved by the Puget Sound Clean Air Agency: 1. Enclosed system: Clean the spray gun in an enclosed system that is closed at all times except when inserting or removing the spray gun. Cleaning shall consist of forcing solvent through the gun. 2. Nonatomized cleaning: Clean the spray gun by placing cleaning solvent in the pressure pot and forcing it through the gun with the atomizing cap in place. No atomizing air is to be used. Direct the cleaning solvent from the spray gun into a vat, drum, or other waste container that is closed when not in use. 3. Disassembled spray gun cleaning: Disassemble the spray gun and clean the components by hand in a vat, which shall remain closed at all times except when in use. Alternatively, soak the components in a vat, which shall remain closed during the soaking period and when not inserting or removing components. 4. Atomized cleaning: Clean the spray gun by forcing the cleaning solvent through the gun. Direct the resulting atomized spray into a waste container that is fitted with a device designed to capture the atomized cleaning solvent emissions. 5. Nozzle tips on automated and robotic systems shall be programmed to spray into a closed container where that is an element of their designed capability. 6. Spray gun cleaning operations exempted from requirements (1) through (5) above are: 6.1. Cleaning of the nozzle tips of automated spray equipment systems that do not have the design capability described in (5) above is exempt from the	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		requirements in (1) through (5) above. 6.2. Cleaning solvents having low concentrations of VOCs and hazardous air pollutants (HAPs): 6.2.1. The VOC concentration less than 1.0 percent by weight. 6.2.2. HAPs are those chemicals listed in 42 USC 7412(b)(1) and incorporating subsequent revisions made in accordance with 42 USC 7412(b)(2). 6.2.3. The HAP concentration must be less than 0.1 percent by weight for carcinogens and 1.0 percent by weight for noncarcinogens.		
EU 3. 126	PSD #91-06, Amendment 2, Condition #8, 6/13/05	Waste solvent cleaning rags will be deposited in containers which contain and capture VOCs and are approved by the Puget Sound Clean Air Agency.	II.A.1(d) Work Practice Inspection	
EU 3. 127	PSD #91-06, Amendment 2, Condition #9, 6/13/05	Bulk application of solvent will be by low pressure hose except for: 1. Cleaning intricate surfaces, or 2. Where access is limited to the extent that using a low pressure hose is infeasible.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 128	PSD #91-06, Amendment 2, Condition #10, 6/13/05	Cleaning operations at the Wing Panel and the Wing Spar tool positions shall be conducted by either: 1. Flush cleaning using a semi-aqueous solution containing a minimum of 60 percent by weight water and having a VOC composite vapor pressure no greater than 5 mm Hg at 20 °C, or 2. Hand wiping: 2.1. Shall use a solvent with a volatile organic compound (VOC) composite vapor pressure no greater than 45 mm Hg at 20 °C. 2.2. Cleaning and surface activation by hand wiping prior to adhesive bonding or cleaning solvent usage associated with research and development, quality control, and laboratory testing is exempt from 2.1 above.	II.A.1(d) Work Practice Inspection II.A.2(bb) PSD 91-06 Amendment 2 Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 129	PSD #91-06, Amendment 2, Condition #11, 6/13/05	Solvent used for hand wiping at the Wing Majors, Wing Body Join, and mid-section seal and paint tool positions: 1. Other than as specified in (2) and (3) below, shall have a VOC composite vapor pressure no greater than 45 mm Hg at 20 °C. 2. Solvent used for hand wiping inside fuel tanks and fuel cells shall have a VOC composite vapor pressure no greater than 72 mm Hg at 20 °C. 3. The following are exempted from the VOC composite vapor pressure requirements of (1) and (2) above: 3.1. Cleaning and surface activation prior to adhesive bonding. 3.2. Cleaning solvent usage associated with research, development, quality control, and laboratory testing.	II.A.1(d) Work Practice Inspection II.A.2(bb) PSD 91-06 Amendment 2 Solvent Cleaner Monitoring and Recordkeeping Procedure	
EU 3. 130	PSD #91-06, Amendment 2, Condition #12, 6/13/05	The emission exhaust systems serving the clean, seal and paint processes at the Wing Panel, Wing Spar, Wing Body Join, and mid-section seal and paint tool positions shall be equipped with a filtering system to achieve 98.9 or greater percent chromium VI removal.	II.A.2(c) Documentation on File II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 131	PSD #91-06, Amendment 2, Condition #17.2, 6/13/05	Conduct inspections of the chromium VI filtering system at least once per calendar quarter.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 132	PSD #91-06, Amendment 2, Condition #22, 6/13/05	Nothing in this determination shall be construed so as to relieve the company of its obligations under any state, local, or federal laws or regulations.	NMR	
EU 3. 133	PSD #91-06, Amendment 2, Condition #23, 6/13/05	Access to Boeing-Everett Model 777 assembly by the U.S. Environmental Protection Agency (EPA), Ecology, and state or local regulatory personnel shall be permitted upon request for the purpose of compliance assurance inspections. Failure to allow access is grounds for revocation of this determination of approval.	NMR	
(p) Requirement Nos. EU 3. 134 is the Order of Approval No. 3913 permit condition that applies to the 747 and 767 Corrosion Inhibiting Compound (CIC) spray coating operations.				
EU 3. 134	Order of Approval No. 3913 (5/22/95), Condition #4	Boeing shall not emit 40 or more tons per year of VOC from its CIC application to 747 and 767 aircraft. Boeing shall report this amount annually pursuant to Regulation I.	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	
(q) Requirement Nos. EU 3. 135 through EU 3. 137 are the Order of Approval No. 3999 permit conditions that apply to the Bldg. 40-56 dry booth, MSS/ID# 110226.				
EU 3. 135	Order of Approval No. 3999 (6/16/98), Condition #3	Boeing shall install and maintain a gauge to measure the pressure drop across the exhaust filters of the spray booth. The acceptable range for the gauge shall be marked on or nearby the gauge.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 136	Order of Approval No. 3999 (6/16/98), Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each week that the spray booth is used.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 137	Order of Approval No. 3999 (6/16/98), Condition #5	If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
(r) Requirement Nos. EU 3. 138 and EU 3. 139 are the Order of Approval Nos. 6690 and 6691 permit conditions that apply to the solvent cleaning benches in the 40-33 and 40-25.				
EU 3. 138	Order of Approval No. 6690 (3/7/97), Condition #4	Spray gun cleaning procedures followed at this cleaning station are subject to the requirements of 40 CFR 63.744(c)(2); therefore, no atomizing air is to be used in the gun cleaning procedure.	II.A.1(d) Work Practice Inspection	
EU 3. 139	Order of Approval No. 6691 (3/4/97), Condition #4	Spray gun cleaning procedures followed at this cleaning station are subject to the requirements of 40 CFR 63.744(c)(2); therefore, no atomizing air is to be used in the gun cleaning procedure.	II.A.1(d) Work Practice Inspection	
(s) Requirement Nos. EU 3. 140 through EU 3. 143 are the Order of Approval No. 7509 permit conditions that apply to the Bldg. 45-02 dry booth, MSS/ID# 165336.				
EU 3. 140	Order of Approval No. 7509 (7/17/98), Condition #3	Boeing shall install and maintain a gauge to measure the pressure drop across the exhaust filters of the spray booth. The acceptable range for the gauge shall be marked on or nearby the gauge or on the pressure drop log.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 141	Order of Approval No. 7509 (7/17/98), Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each shift that the spray booth is used.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 142	Order of Approval No. 7509 (7/17/98), Condition #5	If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 3. 143	Order of Approval No. 7509 (7/17/98), Condition #6	The aerospace coating applications in the vinyl repair spray booth shall comply with the standards for primer and topcoat applications in 40 CFR 63.745.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure, II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	40 CFR 63.750(c)-(f)
(t) Requirement No. EU 3. 144 is the Order of Approval No. 6407 permit condition that applies to the Bldg. 40-56 wet booth, MSS/ID #146995.				
EU 3. 144	Order of Approval No. 6407 (2/28/96), Condition #4	As an alternate means of compliance with Regulation II, 3.09(c), application methods other than those listed in 3.09(c) may be used when applying TPC if the VOC content of the TPC is negligible (e.g., less than 1% by wt.), as determined from the manufacturer's MSDS.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(u) Requirement Nos. EU 3. 145 through EU 3. 148 are the Order of Approval No. 7210 permit conditions that apply to the Bldg. 45-01 paint hangar.				
EU 3. 145	Order of Approval No. 7210 (11/20/97), Condition #3	Boeing shall install and maintain a differential pressure gauge to measure the pressure drop across the dry filter particulate control system. The acceptable range for the gauge shall be marked on or nearby the readout or gauge.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 146	Order of Approval No. 7210 (11/20/97), Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each shift that the spray area is used.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 147	Order of Approval No. 7210 (11/20/97), Condition #5	If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 148	Order of Approval No. 7210 (11/20/97), Condition #6	The aerospace coating application in the Bldg. 45-01 paint hangar shall comply with the standards for primer and topcoat application in 40 CFR 63.745.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	40 CFR 63.750(c)-(f)
(v) Requirement Nos. EU 3. 149 through EU 3. 151 are the Order of Approval No. 7217 permit conditions that apply to the Bldg. 45-03 paint hangar.				
EU 3. 149	Order of Approval No. 7217 (12/22/97), Condition #3	Boeing shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the dry filter particulate control system. The acceptable range for the gauge shall be marked on or nearby the readout or gauge.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 150	Order of Approval No. 7217 (12/22/97), Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each shift that the spray area is used.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 151	Order of Approval No. 7217 (12/22/97), Condition #5	Boeing shall comply with the Aerospace NESHAP.	NMR	
(w) Requirement Nos. EU 3. 152 through EU 3. 153 are the Order of Approval No. 7637 permit conditions that apply to the Bldg. 40-51 dry filter units.				
EU 3. 152	Order of Approval No. 7637 (12/15/98), Condition #3	Boeing shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the dry filter particulate control systems. The acceptable range for the gauge shall be marked on or nearby the readout, gauge, or pressure drop log.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 153	Order of Approval No. 7637 (12/15/98), Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each shift that the spray area is used. If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure, II.B Operation and Maintenance (O&M) Plan Requirements.	
(x) Requirement Nos. EU 3. 154 through EU 3. 161 are the Order of Approval No. 7067 permit conditions that apply to the 747 J&I CIC dry filter exhaust system, BS 46-48, SW position.				
EU 3. 154	Order of Approval No. 7067 (7/28/04), Condition #3	Boeing shall install and maintain a gauge to measure the pressure drop across the spray area exhaust filters. The acceptable range for the gauge shall be marked on or nearby the readout or gauge.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 155	Order of Approval No. 7067 (7/28/04) , Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each month that the spray area is used. When data is obtained for 12 consecutive months demonstrating the pressure drop is in the acceptable range, the frequency may then be reduced to quarterly. If the pressure drop is found outside the acceptable range during quarterly inspections, then monthly inspections shall be re-instated for another 12 consecutive months.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 156	Order of Approval No. 7067 (7/28/04), Condition #5	If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 3. 157	Order of Approval No. 7067 (7/28/04), Condition #6	Boeing shall use best management practices in its spray coating operation, including collection of VOC containing materials used for cleanup of equipment to minimize evaporation to the atmosphere, keeping containers used for storage and disposal of VOC containing materials closed except when the containers are being cleaned or when materials are being added, mixed or removed, and storing	II.A.1(d) Work Practice Inspection	
EU 3. 158	Order of Approval No. 7067 (7/28/04) , Condition #7	Boeing shall limit primer and topcoat applications to those activities described in 40 CFR 63.745(g)(4).	NMR	
EU 3. 159	Order of Approval No. 7067 (7/28/04), Condition #8	Boeing shall use Airless, Air-Assisted Airless, high volume low pressure (HVLP), hand-held spray cans, electrostatic spray application, flow/curtain coat, dip coat, roll coat, or brush coat for the application of Corrosion Inhibiting Compound (CIC).	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 160	Order of Approval No. 7067 (7/28/04), Condition #9	Boeing may use other coating application methods for application of CIC that have a transfer efficiency of 60% or greater if Boeing pre-determines the transfer efficiency of these other methods. Boeing shall use either a transfer efficiency test approved by the Puget Sound Clean Air Agency or shall otherwise demonstrate to the satisfaction of the Agency that the method has a transfer efficiency of 60% or greater. Boeing shall provide written notification to the Puget Sound Clean Air Agency of the results of the transfer efficiency determination prior to implementing the new application method.	NMR	
EU 3. 161	Order of Approval No. 7067 (7/28/04) , Condition #10	The aerospace coating applications in this spray area shall comply with the standards for primer and topcoat applications in 40 CFR 63.745.	II.A.2(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure, II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	40 CFR 63.750(c)-(f)
(y) Requirement Nos. EU 3. 162 through EU 3. 164 are the Order of Approval No. 7744 permit conditions that apply to the Bldg. 40-56 dry booth MSS/ID # 18148.				
EU 3. 162	Order of Approval No. 7744, Condition #3	Boeing shall install and maintain a differential pressure gauge to measure the pressure drop across the exhaust filters of the spray booth. The acceptable range for the gauge shall be marked on or nearby the gauge or the pressure drop log.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 163	Order of Approval No. 7744, Condition #4	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable pressure drop range once each week that the spray booth is used.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 164	Order of Approval No. 7744, Condition #5	If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
(z) Requirement Nos. EU 3. 165 and EU 3. 166 are the Order of Approval Nos. 7898 and 7899 permit conditions that apply to the Bldg. 40-02 dry booths, MSS/ID# 110245 and 110244, respectively.				
EU 3. 165	Order of Approval Nos. 7898 (8/24/99) and 7899 (8/24/99), Condition #3	Boeing shall install and maintain differential pressure transmitters or gauges to measure the pressure drop across the new dry particulate control system. The pressure drop shall be displayed on a readout or the gauge. The acceptable pressure drop shall be clearly marked on or nearby the readouts, gauges, or pressure drop logs.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 166	Order of Approval Nos. 7898 (8/24/99) and 7899 (8/24/99), Condition #4	Once each shift that the spray booths are used, Boeing shall determine and record if the pressure drop across the exhaust filters is in the acceptable range. If the pressure drop is not within the acceptable range, Boeing shall take corrective action as specified in the facility's O&M Plan.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure, II.B Operation and Maintenance (O&M) Plan Requirements.	
(aa) Requirements Nos. EU 3. 167 through EU 3. 168 are the Order of Approval No. 8071 permit conditions for the Aerospace NESHAP primer averaging scheme.				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 167	Order of Approval No. 8071 (3/9/00), Condition #1	Boeing may use any combination of uncontrolled primers subject to 40 CFR 63.745 provided that the monthly volume-weighted average VOC content or organic HAP content of the combination of exterior commercial primers does not exceed 650 g/l (less water and exempt solvents for VOC, less water for HAP).	II.A.2(j) Averaging Scheme for Exterior Commercial Primer and Topcoat	
EU 3. 168	Order of Approval No. 8071 (3/9/00), Condition #2	Boeing shall maintain records of the monthly volume-weighted average mass of organic HAP and VOC emitted per unit volume for all exterior commercial primers for which averaging is used, and all data and calculations. Records are not required for emission units for which Boeing, before the beginning of any calendar month, enters into a log that the emission unit will only use exterior commercial primers with organic HAP content or VOC content that does not exceed 650 g/l for that month. Boeing shall make the log available to the Puget Sound Clean Air Agency upon request.	II.A.2(j) Averaging Scheme for Exterior Commercial Primer and Topcoat	
(bb) Requirement Nos. EU 3. 169 through EU 3. 171 are the Order of Approval Nos. 8249, 8250, and 8251 permit conditions that apply to the Bldg. 40-51 dry booths, MSS/ID# 708469, 708470, and 708471, respectively.				
EU 3. 169	Order of Approval Nos. 8249 (3) (1/4/01), 8250 (3) (1/9/01), and 8251 (1/9/01)(3)	Boeing Everett shall install filters that meet the requirements of 40 CFR 63.745(g)(2)(ii).	II.A.2(c) Documentation on File, II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 170	Order of Approval Nos. 8249 (4) (1/4/01), 8250 (4) (1/9/01), and 8251 (4) (1/9/01)	Boeing Everett shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the new dry particulate control system. The pressure drop shall be displayed on a readout or the gauge. Within 90 days after beginning operations, the acceptable pressure drop range shall be clearly marked on or nearby the readout gauge or the pressure drop log.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 171	Order of Approval Nos. 8249 (5) (1/4/01), 8250 (5) (1/9/01), and 8251 (5) (1/9/01)	Boeing Everett shall log the pressure drop across the exhaust filter system once each shift that the spray booth is used for spraying coatings with inorganic HAP concentration greater than 0.1% for carcinogens and 1.0% for non-carcinogens.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
(cc) Requirement Nos. EU 3. 172 through EU 3. 176 are the Order of Approval Nos. 8282 and 8283 permit conditions that apply to the Bldg. 40-56 dry booths, MSS/ID# 018700 and 018699, respectively.				
EU 3. 172	Order of Approval Nos. 8282 (3) (11/8/00) and 8283 (3) (11/8/00)	Boeing Everett shall install a Kraft media type of filter that incorporates a synthetic pad backing such as the High Capacity Supra I and II Mini-Mesh Overspray Collector by Columbus Industries. Alternatively, Boeing shall use a filter system that is equivalent in terms of particulate removal efficiency to a Kraft media filter with a synthetic pad backing.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 173	Order of Approval Nos. 8282 (4) (11/8/00) and 8283 (4) (11/8/00)	Boeing Everett shall employ high transfer efficiency coating application techniques, such as high volume, low pressure (0.1 to 10 psig air pressure for atomization) spray equipment, electrostatic spray equipment, brush coating, hand-held aerosol cans, or air brush equipment.	II.A.1(d) Work Practice Inspection	
EU 3. 174	Order of Approval Nos. 8282 (5) (11/8/00) (5) and 8283 (5) (11/8/00)	The spray coating area shall be inspected at least once per week of operation for proper seating of the filters, complete coverage over the exhaust plenum, and pressure drop across the filters. Boeing Everett shall record if the filters were properly seated, if the coverage of the exhaust plenum was complete, and the pressure drop.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 175	Order of Approval Nos. 8282 (6) (11/8/00) and 8283 (6) (11/8/00)	If improperly seated filters, incomplete coverage over the exhaust plenum, or abnormal pressure drop are observed, Boeing Everett shall take corrective action, as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 3. 176	Order of Approval Nos. 8282 (7) (11/8/00) and 8283 (7) (11/8/00)	Boeing Everett shall not spray any coatings in this booth subject to the inorganic HAP requirements of the Aerospace NESHAP (40 CFR 63.845(g)).	II.A.1(d) Work Practice Inspection	
(dd) Requirement Nos. EU 3. 177 through EU 3. 181 are the Order of Approval No. 8246 permit conditions that apply to the Bldg. 40-51 dry booths, MSS/ID# 227615, respectively.				
EU 3. 177	Order of Approval No. 8246 (3) (10/13/00)	Boeing Everett shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the new dry particulate control system. The pressure drop shall be displayed on a readout or the gauge. Within 90 days after beginning operations, the acceptable pressure drop range shall be clearly marked on or nearby the readout, gauge or the pressure drop log.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 178	Order of Approval No. 8246 (4) (10/13/00)	Boeing Everett shall log the pressure drop across the exhaust filter system once each shift that the spray booth is used for spraying primers or topcoats as defined in 40 CFR 63.742, that contain HAP concentration greater or equal to 0.1% for carcinogens and 1.0% for non-carcinogens. This condition does not apply to parts and assemblies not critical to the vehicle's structural integrity or flight performance. If the pressure drop is not within the acceptable range, Boeing Everett shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 179	Order of Approval No. 8246 (5) (10/13/00)	The filter in the second stage of the filter system shall be held within the filter bank framework with clips or other devices to prevent the filter from falling out of the framework.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 180	Order of Approval No. 8246 (6) (10/13/00)	The Boeing Operation and Maintenance Plan, as required by Regulation I Section 7.09(b), shall include provisions for inspecting the first stage of the filter system for proper seating and complete coverage over the exhaust plenum at least monthly and inspecting both the first stage and second stage filters every time the first stage filter is changed.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths, II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 3. 181	Order of Approval No. 8246 (7) (10/13/00)	If improperly seated filters or incomplete coverage over the exhaust plenum are observed, Boeing shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
(ee) Requirement Nos. EU 3. 182 through EU 3. 185 are the Order of Approval No. 8292 permit conditions that apply to the Bldg. 40-22 dry booth, MSS/ID# 018790.				
EU 3. 182	Order of Approval No. 8292 (3) (2/22/01)	Boeing Everett shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the new dry particulate control system. The pressure drop shall be displayed on a readout or the gauge. Within 90 days after beginning operations, the acceptable pressure drop range shall be clearly marked on or nearby the readout, gauge, and the pressure drop log.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 183	Order of Approval No. 8292 (4) (2/22/01)	Once each week that the spray booth is used, Boeing Everett shall determine and record if the pressure drop across the exhaust filters is in the acceptable range. If the pressure drop is not within the acceptable range, Boeing Everett shall take corrective action as specified in the facility's Operation and Maintenance Plan.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 184	Order of Approval No. 8292 (5) (2/22/01)	High volume low pressure (HVLP) equipment, air brush spray equipment, or aerosol cans shall be used for spray coating operations.	II.A.1(d) Work Practice Inspection	
EU 3. 185	Order of Approval No. 8292 (6) (2/22/01)	Records of all inspections and corrective actions shall be maintained for at least two years and made available to Puget Sound Clean Air Agency upon request.	II.A.2(c) Documentation on File	
(ff) Requirement Nos. EU 3. 186 through EU 3. 188 are the Order of Approval No. 8315 permit conditions that apply to the Bldg. 40-33 767 wing stub buildup CIC dry filter exhaust system.				
EU 3. 186	Order of Approval No. 8315 (3) (12/7/00)	Boeing Everett shall install a two-stage filter system consisting of a Kraft media filter such as the Columbus Industries Overspray Collector, followed by a pleated 25 to 30% ASHRAE efficiency filter, such as a Purolator Mark 80 filter, or a filter system with an equivalent particulate removal efficiency.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 187	Order of Approval No. 8315 (4) (12/7/00)	The spray coating area shall be inspected at least once per month of operation for proper seating of the filters, complete coverage over the exhaust plenum, and pressure drop across the filters. Boeing Everett shall record if the filters were properly seated, if the coverage of the exhaust plenum was complete, and the pressure drop.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 188	Order of Approval No. 8315 (5) (12/7/00)	If improperly seated filters, incomplete coverage over the exhaust plenum, or abnormal pressure drop are observed, Boeing Everett shall take corrective action, as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
(gg) Requirement Nos. EU 3. 189 through EU 3. 193 are the Order of Approval No. 8603 permit conditions that apply to the Bldg. 45-01 air lock spray booth, MSS/ID# B057, used for preparing surfaces and applying coatings to various aerospace parts.				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 189	Order of Approval No. 8603 (3) (2/8/02)	Boeing shall install exhaust filters that meet the requirements of 40 CFR 63.745(g)(2).	II.A.2(c) Documentation on File, II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 190	Order of Approval No. 8603 (4) (2/8/02)	Boeing shall comply with all applicable requirements of 40 CFR 63 Subpart GG.	NMR	
EU 3. 191	Order of Approval No. 8603 (5) (2/8/02)	Boeing shall install and maintain a gauge to measure the pressure drop across the exhaust filters of the spray booth. Within 90 days after issuance of this Order of Approval, the acceptable range for the gauge shall be clearly marked on or nearby the gauge.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 192	Order of Approval No. 8603 (6) (2/8/02)	Boeing shall log the pressure drop across the exhaust filter system once each shift that the spray booth is used for spraying coatings with inorganic HAP concentration greater than 0.1% for carcinogens and 1.0% for non-carcinogens.	II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 193	Order of Approval No. 8603 (7) (2/8/02)	Boeing shall comply with the requirements of Puget Sound Clean Air Agency Regulation II Section 3.09.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(hh) Requirement Nos. EU 3. 194 through EU 3. 204 are the Order of Approval No. 8761 permit conditions that apply to the M&PT booth with dry filters, MSS/ID# 17485.				
EU 3. 194	Order of Approval No. 8761 (3) (6/26/03)	Boeing Everett shall install a dry filter with a removal efficiency greater than or equal to those discussed in 40 CFR 63.745(g)(2)(ii)(A).	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 195	Order of Approval No. 8761 (4) (6/26/03)	Activities in this booth shall be limited to Manufacturing Research and Development (MR&D) activities.	II.A.1(d) Work Practice Inspection	
EU 3. 196	Order of Approval No. 8761 (5) (6/26/03)	Boeing Everett shall install and maintain a gauge to measure the pressure drop across the spray area exhaust filters.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 197	Order of Approval No. 8761 (6) (6/26/03)	Within 90 days after issuance of this Order of Approval, the acceptable range for the gauge shall be clearly marked on or nearby the gauge or on a pressure drop log.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 198	Order of Approval No. 8761 (7) (6/26/03)	Boeing Everett shall read and record the pressure drop at least once per calendar month. If the pressure drop is not within the acceptable range, Boeing shall, within 24 hours of the initial observation, correct the pressure drop or shut down the booth until the pressure drop has been corrected.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 199	Order of Approval No. 8761 (8) (6/26/03)	Boeing Everett shall check the primary dry filter systems, where visible, for proper seating and complete coverage over the exhaust plenum, and shall record the results of this inspection. This inspection shall be conducted monthly or at time of use if booth is used less frequently than once per month. If filter coverage is acceptable for all inspections in a one-year period, this inspection frequency may be reduced to once per calendar quarter. If coverage is unacceptable during quarterly inspections, monthly inspections shall be reinstated. If coverage is found to be unacceptable, Boeing shall, within 24 hours of the initial observation, correct filter coverage or shut down the booth until the filter coverage has been corrected.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 200	Order of Approval No. 8761 (9) (6/26/03)	Boeing Everett shall annually check to see if the correct filters are installed.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 201	Order of Approval No. 8761 (10) (6/26/03)	Boeing Everett shall use one of the high transfer efficiency (HTE) coating methods when applying coatings containing greater than 1% by weight VOCs [HTE for this Order includes high volume low pressure (0.1 to 10 psig air pressure for atomization) spray equipment, electrostatic spray equipment, flow coat, dip coat, brush coat, trowel coat (including dispensing directly from a container such as a squeeze tube onto the part), hand-held aerosol cans, roll coat, electrodeposition, curtain coat, or air brush], except as described in Condition 11.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 202	Order of Approval No. 8761 (11) (6/26/03)	When applying coatings containing greater than 1% by weight VOCs in this booth, Boeing Everett may use alternative coating methods not identified in Condition 10, providing that all of the following are met: (a) The alternative coating method is required for the test purpose. (b) The alternative is either (i) approved for an associated production activity at a Boeing facility, or (ii) a new method being tested, or (iii) being used to apply a new coating being tested. (c) The alternative coating method use activities are documented in a master list to include justification of the criteria in 11(a) and 11(b). (d) Operational records shall be maintained for each shift to identify when alternative coating methods were used and reference the justified activity it represents on the master list identified in 11(c). (e) All records and documentation for this Condition shall be available for inspection upon request of the Agency.	II.A.2(c) Documentation on File II.A.1(d) Work Practice Inspection	
EU 3. 203	Order of Approval No. 8761 (12) (6/26/03)	Boeing Everett shall not use volatile organic compound (VOC) containing materials for the cleanup of spray equipment unless equipment for collecting the VOC containing material and minimizing the evaporation to the atmosphere is employed. All VOC containing materials that are flushed through the spray equipment shall be collected in closed containers.	II.A.1(d) Work Practice Inspection	
EU 3. 204	Order of Approval No. 8761 (13) (6/26/03)	VOC containing materials shall be stored and disposed of in closed containers. Such materials shall be kept closed except when being cleaned or when materials are being added, mixed or removed. Closed containers for solvent rag or paper disposal are also required. Empty containers as defined in WAC 173-303-160 are exempt.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(ii) Requirement Nos. EU 3.212 through EU 3.216 are the PSD-05-02 permit conditions that apply to paint hangar final exterior coating, 787 final assembly, and interiors manufacturing.				
EU 3. 205	PSD-05-02, Condition No.2, 8/25/05	1. Paint hangar final exterior coating includes the following processes as applied to airplane exterior surfaces that occur in the paint hangars: surfaces preparation, including temporary protective coating removal, manual or chemical abrading, chemical conversion coating, cleaning and reactivation of existing coatings; coating application including the application of primers, intermediate coats, tie-coats, top-coats, and other aerospace coatings; de-painting and processes normally associated with aircraft cleaning and coating. 2. Boeing Everett may include additional processes related to airplane exterior coating to those listed above under Paint Hangar Final Exterior Coating with prior written approval from the Puget Sound Clean Air Agency. 3. VOC emissions from Paint Hangar Final Exterior Coating shall not exceed 412 tons in any 12 consecutive months. The VOC emissions cap which totals 412 tons in any 12 consecutive months includes VOC emissions from cleaning and coating vertical fins in the Canyon Spray Booth.[9]	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	

[9] *December 19, 2005 letter from Richard Hibbard, WA Dept. of Ecology, to Frank Migaiolo, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 206	PSD-05-02, Condition No.3, 8/25/05	1. 787 Final Assembly consists of all 787 manufacturing operations that occur in the 787 Final Assembly area. These operations include joining the airplane body sections into a complete fuselage; integration of flight control surfaces and raked tip to wings; joining the wings, vertical fin, and horizontal stabilizers to the fuselage; hanging the engines; installing the wing-to-body fairings, landing gear, doors, auxiliary power system, other aircraft systems (e.g. electrical, hydraulic, fuel), and interiors; part assembly; rework; testing; and processes normally associated with aircraft Final Assembly. 2. Boeing Everett may include additional processes related to 787 manufacturing operations similar to those listed above under Final Assembly with prior written approval from the Puget Sound Clean Air Agency. 3. VOC emissions from 787 Final Assembly shall not exceed 49 tons in any 12 consecutive months.	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	
EU 3. 207	PSD-05-02, Condition No.4 8/25/05	1. Interiors Manufacturing includes all operations associated with manufacturing stow bins, crew rests, partitions/class dividers, closets, ceilings and sidewall panels, doors and door way liners, and other airplane interior components, and processes normally associated with aircraft Interiors Manufacturing. 2. Boeing Everett may include additional processes related to the manufacture and assembly of components similar to those listed above under Interiors Manufacturing with prior written approval from the Puget Sound Clean Air Agency. 3. VOC emissions from Interiors Manufacturing shall not exceed 205 tons in any 12 consecutive months.	II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition	
EU 3. 208	PSD-05-02, Condition No.11, 8/25/05	Nothing in this determination shall be construed so as to relieve the company of its obligations under any state, local, or federal laws or regulations.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 209	PSD-05-02, Condition No.12, 8/25/05	Access to Boeing Everett by the U.S. Environmental Protection Agency (EPA), Ecology, and state or local regulatory personnel shall be permitted upon request for the purpose of compliance assurance inspections. Failure to allow access is grounds for an enforcement action under the federal Clean air Act or the Washington State Clean Air Act.	NMR	
(jj) Requirement Nos. EU 3.217 through EU 3.221 are the Order of Approval No. 9571 permit conditions that apply to the Bldg. 40-56 dry booth, MSS/ID# 110244.				
EU 3. 210	Order of Approval No. 9571 Condition No. 3 (3/2/07)	The exhaust from the spray booth shall be vented through Supra II Mini-Mesh High Efficiency Overspray Collectors by Columbus Industries. Alternatively, Boeing may use a filter system that is equivalent (or higher) in terms of particulate removal efficiency.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 211	Order of Approval No. 9571 Condition No. 4 (3/2/07)	Boeing shall employ high transfer efficiency coating application techniques, such as high-volume low-pressure (HVLP), electrostatic, low-volume low-pressure (LVLP), hand-held aerosol cans, or air brush equipment.	II.A.1(d) Work Practice Inspection	
EU 3. 212	Order of Approval No. 9571 Condition No. 5 (3/2/07)	The spray coating area shall be inspected at least once per week of operation for proper seating of the filters, complete coverage over the exhaust plenum, and pressure drop across the filters. Boeing shall record if the filters were properly seated, if the coverage of the exhaust plenum was complete, and the pressure drop.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 213	Order of Approval No. 9571 Condition No. 6 (3/2/07)	If improperly seated filters, incomplete coverage over the exhaust plenum, or abnormal pressure drop are observed, Boeing shall take corrective action, as specified in the facility's Operation and Maintenance Plan.	II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 3. 214	Order of Approval No. 9571 Condition No. 7 (3/2/07)	Boeing shall not spray any coatings in this booth that are subject to the inorganic HAP requirements of the Aerospace NESHAP (40 CFR 63.745(g)).	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(kk) Requirement Nos. EU 3.222 through EU 3.228 are the Order of Approval No. 9705 permit conditions that apply to the Bldg. 40-54 dry booth, MSS/ID PB0013/ 86760.				
EU 3. 215	Order of Approval No. 9705 Condition No. 3 (11/19/07)	The air from the spray booth shall exhaust through a dry filter with a removal efficiency greater than or equal to the efficiency in 40 CFR 63.745(g)(2)(ii)(A).	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	319
EU 3. 216	Order of Approval No. 9705 Condition No. 4 (11/19/07)	Boeing shall install and maintain a gauge to measure the pressure drop across the spray booth exhaust filters and mark the acceptable range for the gauge on or near the gauge, or on a pressure drop log.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 3. 217	Order of Approval No. 9705 Condition No. 5 (11/19/07)	Boeing shall record if the pressure drop across the exhaust filters is in the acceptable range at least weekly when the spray booth is used, and once each shift that the spray booth is used for Aerospace NESHAP affected spray coating operations as required by 40 CFR 63.745(g), unless using coatings with inorganic HAP concentrations of less than 0.1 percent for carcinogens and 1.0 percent for non-carcinogens. For any shifts when spray coating operations occurred and pressure drop readings were not recorded, Boeing shall document the regulatory status of the coating.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.2(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure	
EU 3. 218	Order of Approval No. 9705 Condition No. 6 (11/19/07)	If the pressure drop is not within the acceptable range, corrective actions shall be taken prior to resuming any spray coating activity in this spray booth.	II.B Operation and Maintenance (O&M) Plan Requirements.	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 219	Order of Approval No. 9705 Condition No. 9 (11/19/07)	Spray coating operations shall be conducted using high volume low pressure (HVLP), hand-held spray cans, or airbrush.	II.A.1(d) Work Practice Inspection	
(ll) Requirement No. EU 3. 220 is the RCW requirement to maintain order of approval equipment in good working order.				
EU 3. 220	RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment that has received an Order of Approval in good working order	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
(mm) Requirement No. EU 3. 221 is the Puget Sound Clean Air Agency adoption of 40 CFR Part 61 and 63.				
EU 3. 221	Puget Sound Clean Air Agency Reg III: 2:02 *(9/26/02) (State Only)*	Adopts 40 CFR 63 by reference and those requirements are listed elsewhere in this permit.	NMR	
(nn) Requirement Nos. EU 3. 223 through EU 3. 225 are the Puget Sound Clean Air Agency Regulation I Section 9.16 requirements for spray coating operations.				
EU 3. 222	Puget Sound Clean Air Agency Reg I: 9.16(a) *(2/22/07) (State Only)*	The regulation applies to spray coating operations at Boeing Everett where coating that protects or beautifies a surface is applied with spray coating equipment.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 223	Puget Sound Clean Air Agency Reg I: 9.16 (b) *(2/22/07) (State Only)*	The following activities are exempt from the provisions of Reg I: 9.16(c) and (d). Persons claiming any of the exemptions shall have the burden of demonstrating compliance: 1) Application of architectural or maintenance coatings to stationary structures. 2) Aerospace coating operations subject to 40 CFR Part 63 Subpart GG, including all activities and materials listed in 40 CFR 63.741(f). 3) Use of HVLP guns in certain situations described in Reg I: 9.16(b)(3)(A) through (E). 4) Use of air brush spray equipment with 0.5 to 2.0 CFM airflow and 2 fluid ounce or less cup capacity. 5) Use of hand-held aerosol spray cans with 1 quart or less capacity. 6) Indoor application of automotive undercoating materials using organic solvents with flash points in excess of 100F. For the flightline, buildings 40-21 - 40-26, and 40-31 - 40-36, items that cannot be reasonably handled in an enclosed spray area are exempt from Regulation I, Section 9.16(c). [10]	NMR	
EU 3. 224	Puget Sound Clean Air Agency Reg I: 9.16(c) (2/22/07)	Unlawful to allow spray-coating inside a structure, or spray-coating of any motor vehicles or components, unless the spray-coating is conducted inside an enclosed spray area employing paint arresters or water-wash curtains to control overspray. All emissions shall be vented through an unobstructed vertical exhaust vent. Booths 701500 and B056 in the 40-31 and 45-01 are exempt from the vertical stack requirements. [11]	II.A.1(c) Facility Inspections	

[10] *November 30, 1992 letter from David Kircher, Puget Sound Clean Air Agency, to B.J. Thompson, Boeing. May 30, 1995 letter from Jay Willenberg, Puget Sound Clean Air Agency, to B.J. Thompson, Boeing.*

[11] *December 3, 1998 letter from David Kircher, Puget Sound Clean Air Agency, to Frank Migaiolo, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 3. 225	Puget Sound Clean Air Agency Reg I: 9.16(d) (2/22/07)	General Requirements for Outdoor Spray-Coating Operations. It shall be unlawful for any person subject to the provisions of this section to cause or allow spray-coating outside an enclosed structure unless reasonable precautions are employed to minimize the overspray. Reasonable precautions include, but are not limited to the use of: (1) Enclosures and curtailment during high winds; and (2) High-volume low-pressure (HVLP), low-volume low-pressure (LVLP), electrostatic, or air-assisted airless spray equipment. Airless spray equipment may be used where low viscosity or high solid coatings preclude the use of higher transfer efficiency spray equipment.	II.A.1(c) Facility Inspections, II.A.1(d) Work Practice Inspection	

NMR = No Monitoring Required -- Monitoring is not required; however, if a noncompliant situation is observed, Boeing will initiate appropriate corrective action.

4. NSPS - Fuel Burning Equipment

DESCRIPTION: *This section includes the steam generating boilers that are subject to the Standards of Performance for New Stationary Sources in 40 CFR Part 60. Boilers #4, #5, and #6 listed below are subject to 40 CFR Part 60 Subpart Db. Boilers #4, #5, and #6 are also subject to requirements stemming from a Clean Air Act Section 112(j) analysis.*

These boilers use natural gas as their primary fuel and fuel oil or Jet A as backup fuel. The boilers commenced construction before January 2003 and have not been reconstructed since this date.

Bldg.	***Col./Dr.***	***MSS/ID#***	***Order of Approval #***	***Install Date***	***Source Description***
40-12	*A-2*	*B1003/140827/ B010/ G0250*	*7438*	*10/5/93*	*Boiler #4; 150 MMBtu/hr*
45-07	*A-2*	*B8001/B8033/ G0251/ 10105*	*7438*	*1994*	*Boiler #5; 150 MMBtu/hr*
45-07	*B-2*	*B8002/B8034/ G0251/ 10105*	*7438*	*1994*	*Boiler #6; 150 MMBtu/hr*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(a) Requirement Nos. EU 4.1 through EU 4.30 are the General Provisions for the Standards of Performance for New Stationary Sources (40 CFR 63 Subpart A).				
EU 4.1	40 CFR 60.1(a) (10/8/97)	40 CFR Part 60 applies to any stationary source which contain an affected facility, the construction or modification of which is commenced after the date of publication in Part 60 of any standard applicable to the facility.	NMR	
EU 4.2	40 CFR 60.4 (4/25/75)	All requests, reports, applications, submittals, and other communications to Puget Sound Clean Air Agency pursuant to this part shall be submitted in duplicate to Region 10, U.S. Environmental Protection Agency, 1200 Sixth Avenue, Seattle, WA 98101, upon request of EPA.	NMR	
EU 4.3	40 CFR 60.7(a)(4) (2/12/99)	Must notify Puget Sound Clean Air Agency of any physical or operational change to an existing facility, which may increase the emission rate of any air pollutant to which a standard applies unless exempted under 40 CFR 60.14(e).	NMR	
EU 4.4	40 CFR 60.7(b) (2/12/99)	Must maintain records of the occurrence and duration of any startup, shutdown, or malfunction in the operation of an affected facility; any malfunction of the air pollution control equipment; or any periods during which a continuous monitoring system or monitoring device is inoperative.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.5	40 CFR 60.7(f) (2/12/99)	Must maintain a file of all measurements, including continuous monitoring system, monitoring device, and performance testing measurements; all continuous monitoring system performance evaluations; all continuous monitoring system or monitoring device calibration checks; adjustments and maintenance performed on these systems or devices; and all other information required by this part recorded in a permanent form suitable for inspection. The file shall be retained for at least two years following the date of such measurements, maintenance, reports, and records.	II.A.2(c) Documentation on File	
EU 4.6	40 CFR 60.7(g) (2/12/99)	If notification substantially similar to that in 40 CFR 60.7(a) (EU 4.3) is required by the state or local agency, sending the Administrator a copy of that notification will satisfy the requirement of 40 CFR 60.7(a).	NMR	
EU 4.7	40 CFR 60.7(h) (2/12/99)	Individual subparts of 40 CFR Part 60 may include specific provisions, which clarify or make inapplicable the provisions set forth in 40 CFR 60.7 (EU 4.3 - EU 4.6).	NMR	
EU 4.8	40 CFR 60.11(a) (10/17/00)	Compliance with standards in 40 CFR Part 60, other than opacity standards, shall be determined in accordance with performance tests established in 40 CFR 60.8, V.N.2 Emission Testing - New Source Performance Tests.	NMR	
EU 4.9	40 CFR 60.11(b) (10/17/00)	Compliance with opacity standards in 40 CFR Part 60 shall be determined in accordance with EPA Method 9, or an alternative method approved by EPA, or continuous opacity monitoring system (COMS) data per 40 CFR 60.11(e)(5).	NMR	
EU 4.10	40 CFR 60.11(c) (10/17/00)	Emissions standards for opacity apply at all times except during periods of startup, shutdown, or malfunction.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.11	40 CFR 60.11(d) (10/17/00)	At all times, including periods of startup, shutdown, and malfunction, Boeing shall, to the extent practicable, operate and maintain Boilers #4, #5, and #6, including associated air pollution control equipment in a manner consistent with good air pollution control practice for minimizing emissions. Determination of whether acceptable operating and maintenance procedures are being used will be based on information available to the Administrator which may include, but is not limited to, monitoring results, opacity observations, review of operations and maintenance procedures, and inspection of the source.	II.A.2(d)(iv) Steam Generating Boilers	
EU 4.12	40 CFR 60.12 (3/8/74)	Boeing shall not build, erect, install, or use any article, machine, equipment or process, the use of which conceals an emission which would otherwise constitute a violation of an applicable (40 CFR Part 60) standard. Such concealment includes, but is not limited to, the use of gaseous diluents to achieve compliance with an opacity standard or with a standard, which is based on the concentration of a pollutant in the gases discharged to the atmosphere.	NMR	
EU 4.13	40 CFR 60.13(a) (8/27/01)	All CEMS required under an applicable subpart are subject to 40 CFR 60.13 upon promulgation of performance specifications under Appendix B and Appendix F, unless otherwise specified.	NMR	
EU 4.14	40 CFR 60.13(d) (8/27/01)	CEMS shall have their zero (or low level value between 0 and 20% of span value) and span (50 to 100% of span value) calibration drifts checked at least once daily. The zero and span shall, as a minimum, be adjusted whenever the 24-hour zero drift or span drift exceeds two times the applicable performance specification limits in Appendix B. The system must record the zero and span drift each time.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.15	40 CFR 60.13(e) (8/27/01)	Except for system breakdowns, repairs, calibration checks, and adjustments required under 40 CFR 60.13(d), all monitoring systems shall be in continuous operation and all CEMS shall complete a minimum of one cycle of operation (sampling, analyzing, and data recording) for each successive 15-minute period.	NMR	
EU 4.16	40 CFR 60.13(f) (8/27/01)	CEMS shall be installed to obtain representative measurements of emissions or process parameters. Procedures in the applicable Performance Specifications of Appendix B shall be used.	NMR	
EU 4.17	40 CFR 60.13(h) (8/27/01)	CEMS other than opacity shall reduce all data to 1-hour averages. One-hour averages shall be computed from 4 or more data points equally spaced over each 1-hour period. Data recorded during periods of breakdowns, repairs, calibration checks, and zero and span adjustments shall not be included in the averages. All excess emissions shall be converted into units of the standards. After conversion, the data may be rounded to the same number of significant digits as used in the applicable subparts.	NMR	
EU 4.18	40 CFR 60.13(i) (8/27/01)	EPA may approve alternatives to any monitoring procedures or requirements of 40 CFR Part 60.	NMR	
EU 4.19	40 CFR 60.13(j) (8/27/01)	Boeing may request an alternative to the relative accuracy test specified in Performance Specification 2 of Appendix B.	NMR	
EU 4.20	40 CFR 60.14(a) (10/17/00)	Any physical or operational change to an existing facility which results in an increase in the emission rate to the atmosphere of any pollutant to which a standard applies shall be considered a modification within the meaning of Section 111 of the Act. Upon modification, an existing facility shall become an affected facility.	NMR	
EU 4.21	40 CFR 60.14(c) (10/17/00)	Addition of an affected facility to a stationary source shall not by itself bring within the applicability of 40 CFR Part 60 any other facility within the source.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.22	40 CFR 60.14(e) (10/17/00)	Examples listed in 40 CFR60.14(e) shall not be considered modifications under 40 CFR Part 60.	NMR	
EU 4.23	40 CFR 60.14(f) (10/17/00)	Special provisions in an applicable subpart shall supersede this section.	NMR	
EU 4.24	40 CFR 60.14(g) (10/17/00)	Within 180 days of a change subject to 40 CFR 60.14(a), compliance with all applicable standards must be achieved.	NMR	
EU 4.25	40 CFR 60.15(a) (12/16/75)	An existing facility upon reconstruction becomes an affected facility.	NMR	
EU 4.26	40 CFR 60.15(b) (12/16/75)	Reconstruction means the replacement of components of an existing facility that the fixed capital cost exceeds 50% of the cost required to construct a comparable new facility and it is technologically and economically feasible to meet the applicable standards.	NMR	
EU 4.27	40 CFR 60.15(c) (12/16/75)	Fixed capital cost means the capital needed to provide all the depreciable components.	NMR	
EU 4.28	40 CFR 60.15(d) (12/16/75)	If the fixed capital cost exceeds 50%, the facility must notify the Administrator of the proposed replacement 60 days before construction is commenced.	NMR	
EU 4.29	40 CFR 60.15(g) (12/16/75)	Individual subparts of 40 CFR Part 60 may include specific provisions, which refine and delimit the concept of reconstruction in this section.	NMR	
EU 4.30	40 CFR 60.19(b) (2/12/99)	If an explicit postmark deadline is not specified in an applicable requirement for the submittal of a notification, application, report, or other written communication to the Administrator, the owner or operator shall postmark the submittal on or before the number of days specified in the applicable requirement. The use of reliable non-Government mail carriers that provide indications of verifiable delivery of information required to be submitted to Puget Sound Clean Air Agency, similar to the postmark provided by the U.S. Postal Service, or alternative means of delivery, including the use of electronic media, agreed to by the permitting authority, is acceptable.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.31	40 CFR 60.19(c)-(d) (2/12/99)	Reporting dates may be changed consistent with 40 CFR 60.19(f) upon mutual agreement between Boeing and Puget Sound Clean Air Agency. This allowance applies beginning 1 year after the affected facility is required to be in compliance with the applicable subpart in this part.	NMR	
(b) Requirement Nos. EU 4.32 through EU 4.52 are the Standards of Performance for Industrial-Commercial-Institutional Steam Generating Units. These requirements only apply to Boilers #4, #5, and #6 listed above.				
EU 4.32	40 CFR 60.40b(a) (6/9/06)	40 CFR Part 60 Subpart Db applies to each steam generating unit that commences construction after June 19, 1984 and that has a heat input capacity from fuels combusted in the unit of greater than 100 million Btu/hour.	NMR	
EU 4.33	40 CFR 60.42b(j) (2/27/06) 40 CFR 60.41b (2/27/06)	SO_2 percent reduction requirements are not applicable to units combusting only very low sulfur oil. Boeing shall demonstrate that the oil meets the definition of very low sulfur oil by maintaining fuel receipts as described in 40 CFR 60.49b(r). For units constructed, reconstructed, or modified on or before February 28, 2005, very low sulfur oil means oil that contains no more than 0.5 weight percent sulfur or that, when combusted without sulfur dioxide emission control, has a sulfur dioxide emission rate equal to or less than 0.5 lb/MMBtu heat input.	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	
EU 4.34	40 CFR 60.43b(f) (2/27/06)	Opacity limit when combusting oil is 20% (6-minute average) except for one 6-minute average period per hour of not more than 27% opacity.	II.A.2(r) Continuous Emission Monitoring System	EPA Method 9 (See 40 CFR Part 60 Appendix A, July 1, 2001)
EU 4.35	40 CFR 60.43b(g) (2/27/06), 60.46b(a) (2/27/06)	The opacity standards (EU 4.34) apply at all times while burning oil, except during periods of startup, shutdown, or malfunction.	NMR	
EU 4.36	40 CFR 60.44b(a)(1)(i) (2/27/06)	Nitrogen oxide emission limit when combusting oil and natural gas is 0.10 lb/MMBtu (expressed as NO2) heat input.	II.A.2(r) Continuous Emission Monitoring System	40 CFR 60.46b(e)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.37	40 CFR 60.44b(h) (8/14/01), 60.46b(a) (2/27/06)	The nitrogen oxide standards under EU 4.36 apply at all times including periods of startup, shutdown, or malfunction.	NMR	
EU 4.38	40 CFR 60.44b(i) (2/27/06)	Compliance with the nitrogen oxide emission limit in EU 4.36 is determined on a 30-day rolling average basis.	NMR	
EU 4.39	40 CFR 60.45b(j) (2/27/06)	Facilities that combust very low sulfur oil are not subject to the compliance and performance test requirements of 40 CFR 60.45b if the facility obtains fuel receipts as per 40 CFR 60.49b(r).	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	
EU 4.40	60.46b(d)(7) (2/27/06)	To determine compliance with the opacity limits under 40 CFR 60.43b, the facility shall conduct an initial performance test as required under 40 CFR 60.8, V.N.2 Emission Testing - New Source Performance Tests, using Method 9.	II.A.2(m) Performance Source Test	EPA Method 9 (See 40 CFR Part 60 Appendix A, July 1, 2001)
EU 4.41	40 CFR 60.46b(c), 60.46b(e)(4) (2/27/06)	To determine compliance with the nitrogen oxide emission limits under 40 CFR 60.44b (EU 4.36), the facility shall conduct the performance test as required under 40 CFR 60.8 using the continuous system for monitoring nitrogen oxides under 40 CFR 60.48(b) (EU 4.43 -EU 4.48). During periods when performance tests are not requested, nitrogen oxides emissions data collected pursuant to 40 CFR 60.48b(g)(1) or 40 CFR 60.48b(g)(2) are used to calculate a 30-day rolling average emission rate on a daily basis and used to prepare excess emission reports, but will not be used to determine compliance with the nitrogen oxides emission standards. A new 30-day rolling average emission rate is calculated each steam generating unit operating day as the average of all of the hourly nitrogen oxides emission data for the preceding 30 steam generating unit operating days.	NMR	
EU 4.42	40 CFR 60.47b(f) (2/27/06)	Facilities that combust very low sulfur oil are not subject to the emission monitoring requirements of 40 CFR 60.47b if the facility obtains fuel receipts as per 40 CFR 60.49b(r).	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.43	40 CFR 60.48b(a) (2/27/06) Order of Approval No. 7438, Condition #14 Douglas Hardesty, EPA letter to Frank Migaiolo, Boeing (10/11/01)	The owner or operator of an affected facility subject to the opacity standard under 40 CFR 60.43b (EU 4.34), shall install, calibrate, maintain, and operate a continuous monitoring system for measuring the opacity of emissions discharged to the atmosphere and record the output of the system. When firing back-up fuel oil, Boeing shall operate and maintain a monitoring system for measuring excess oxygen in the exhaust gas stream, as an alternate means of demonstrating compliance with 40 CFR 60.43(f). When firing back-up fuel oil, Boeing shall maintain excess O2 at or greater than 2% (6-minute average), except during startup, shutdown, or malfunctions of the boilers. Approves an alternate to 40 CFR 60.48b(a) with the following conditions: 1. Limit the firing of distillate fuel oil or Jet A to an annual heating capacity of 7% or less averaged among the three boilers 2. Limit sulfur content of the fuel oil or Jet A fuel to 0.05%, or less 3. The continuous oxygen emission monitor is required to meet the appropriate requirements in 40 CFR 60.13, and must be evaluated pursuant to 40 CFR Part 60, Appendix B, Performance 3. • The oxygen analyzer shall have a span value of 25% • The calibration drift for the oxygen analyzer shall be measured at 0% oxygen and approximately 21% oxygen. • The cylinder gas audits for the oxygen analyzer must be performed at the following audit values per 40 CFR Part 60, Appendix F, Section 5.1.2 4% to 6% oxygen by volume; and 8% to 12% oxygen by volume	II.A.2(r) Continuous Emission Monitoring System II.A.2(c) Documentation on File II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.44	40 CFR 60.48b(b) (2/27/06)	Facilities subject to the nitrogen oxide standards under 40 CFR 60.44b (EU 4.36), shall install, calibrate, maintain, and operate a continuous monitoring system for measuring nitrogen oxides emissions discharged to the atmosphere and record the output of the system.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.45	40 CFR 60.48b(c) (2/27/06)	The continuous monitoring system required under 40 CFR 60.48b(b) (EU 4.44) shall be operated and data recorded during all periods of operation except for breakdowns and repairs. Data is recorded during calibration checks, and zero and span adjustments.	NMR	
EU 4.46	40 CFR 60.48b(d) (2/27/06)	The 1-hour average nitrogen oxide emission rates shall be expressed in ng/J or lb/MMBtu heat input and shall be used to calculate the average emission rates under 40 CFR 60.44b (EU 4.36). The 1-hour averages shall be calculated using the data points required under 40 CFR 60.13(h).	NMR	
EU 4.47	40 CFR 60.48b(e) (2) & (3) (2/27/06) Douglas Hardesty, EPA letter to Frank Migaiolo, Boeing (10/11/01)	The procedures under 40 CFR 60.13 shall be followed for installation, evaluation, and operation of the continuous monitoring systems. The span value for nitrogen oxides is 500 PPM. Boeing may use an alternate NOx span value of 200 ppm.	NMR	
EU 4.48	40 CFR 60.48b(f) (2/27/06)	When nitrogen oxides emission data are not obtained because of continuous monitoring system breakdowns, repairs, calibration checks and zero and span adjustments, emission data will be obtained by using a standby system or other approved reference methods to provide emission data for a minimum of 75% of the operating hours in each steam generating unit operating day, in at least 22 out of 30 successive steam generating unit operating days.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.49	40 CFR 60.48b(j) (2/27/06)	Units that burn only oil that contains no more than 0.3 weight percent sulfur or liquid or gaseous fuels with potential sulfur dioxide emission rates of 140 ng/J (0.32 lb/MMBtu) heat input or less are not required to conduct PM emissions monitoring if they maintain fuel supplier certifications of the sulfur content of the fuels burned.	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	
EU 4.50	40 CFR 60.49b(d) (11/16/06)	Boeing shall record and maintain records of the amounts of each fuel combusted during each day and calculate the annual capacity factor individually for oil and natural gas for each calendar quarter. The annual capacity factor is determined on a 12-month rolling average basis with a new annual capacity factor calculated at the end of each calendar month.	II.A.2(c) Documentation on File	
EU 4.51	40 CFR 60.49b(f) (11/16/06)	For facilities subject to the opacity standard under 40 CFR 60.43b, the owner or operator shall maintain records of opacity. See EU 4.43 for alternate opacity monitoring.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.52	40 CFR 60.49b(g) (11/16/06)	Boeing shall maintain records of the following information for each steam generating unit operating day: 1) Calendar date 2) The average hourly nitrogen oxides emission rates expressed as NO_2 3) The 30-day average nitrogen oxides emission rates calculated at the end of each steam generating unit operating day 4) Identification of those days when the 30-day average nitrogen oxides emission rates are in excess of the nitrogen oxides emissions standards under 40 CFR 60.44b, with the reasons for such excess emissions as well as a description of corrective actions taken. 5) Identification of the steam generating unit operating days when pollutant data have not been obtained, including reasons for not obtaining sufficient data and a description of corrective actions taken. 6) Identification of the times when emission data have been excluded from the calculation of average emission rates and the reasons for excluding data. 7) Identification of "F" factor used for calculation, method of determination, and type of fuel combusted. 8) Identification of the times when the pollutant concentration exceeded full span of the continuous monitoring system. 9) Description of any modifications to the continuous monitoring system that could affect the ability of the system to comply with performance Specification 2 or 3. 10) Results of daily drift tests and quarterly accuracy assessments as required under Appendix F, Procedure 1.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(c) Requirement Nos. EU 4.53 through EU 4.57 are the Puget Sound Clean Air Agency requirements related to continuous emission monitoring systems. Continuous emission monitoring systems are only required on Boilers No. 4, No. 5, and No. 6 listed above.				
EU 4.53	Puget Sound Clean Air Agency Reg. I, 12.03(a) (4/9/98) *This requirement will be superseded upon adoption of the 9/23/04 version of Reg I: 12.03(a) into the SIP.* Puget Sound Clean Air Agency Reg. I, 12.03(a) (9/23/04) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 4/9/98 version of Reg I: 12.03(a).*	Unlawful to operate equipment required to have a continuous emission monitoring system unless the emissions are continuously monitored in accordance with the requirements of Reg. I, 12.03.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.54	Puget Sound Clean Air Agency Reg. I, 12.03(c) (4/9/98) *This requirement will be superseded upon adoption of the 9/23/04 version of Reg I: 12.03(c) into the SIP.* Puget Sound Clean Air Agency Reg. I, 12.03(c) (9/23/04) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 4/9/98 version of Reg I: 12.03(c).*	Continuous emission monitoring system must meet the performance specification in 40 CFR Part 60, Appendix B and be operated in accordance with the quality assurance procedures in Appendix F of 40 CFR Part 60 and the EPA's "Recommended Quality Assurance Procedures for Opacity Continuous Monitoring Systems."	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.55	Puget Sound Clean Air Agency Reg. I, 12.03(d) (4/9/98) *This requirement will be superseded upon adoption of the 9/23/04 version of Reg I: 12.03(d) into the SIP.* Puget Sound Clean Air Agency Reg. I, 12.03(d) (9/23/04) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 4/9/98 version of Reg I: 12.03(d).*	Monitoring data commencing on the clock hour and containing at least 45 minutes of data shall be reduced to 1-hour averages. All monitoring data shall be included in these averages except for data collected during calibration drift tests and cylinder gas audits, and for data collected subsequent to a failed QA test or audit.	NMR	
EU 4.56	Puget Sound Clean Air Agency Reg. I, 12.03(e) (4/9/98) *This requirement will be superseded upon adoption of the 9/23/04 version of Reg I: 12.03(e) into the SIP.* Puget Sound Clean Air Agency Reg. I, 12.03(e) (9/23/04) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 4/9/98 version of Reg I: 12.03(e).*	All monitoring data averages shall be retained for at least 2 years, including copies of reports and records of all repairs, adjustments, and maintenance. All such data collected after 10/1/98 shall be retained for at least 5 years.	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.57	Puget Sound Clean Air Agency Reg. I, 12.03(g) (4/9/98) *This requirement will be superseded upon adoption of the 9/23/04 version of Reg I: 12.03(g) into the SIP.* Puget Sound Clean Air Agency Reg. I, 12.03(g) (9/23/04) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 4/9/98 version of Reg I: 12.03(g).*	All relative accuracy tests shall be subject to the provisions of Reg. I, 3.07.	NMR	
(d) Requirement Nos. EU 4.58 through EU 4.63 are Puget Sound Clean Air Agency and WAC requirements.				
EU 4.58	Puget Sound Clean Air Agency Reg I: 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I: 9.03 into the SIP* Puget Sound Clean Air Agency Reg. I: 9.03 *(3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I: 9.03* WAC 173-400-	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.1	Ecology Method 9A (See Section VIII

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
	040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) *(2/10/05) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/1993 version of WAC 173-400-040(1)*			
EU 4.59	Puget Sound Clean Air Agency Reg I: 9.09 (4/9/98)	Shall not emit particulate matter in excess of 0.05 gr/dscf corrected to 7% O_2 from fuel burning equipment burning fuel other than wood, coal, or other solid fossil fuel . (Applies to the equipment that produces hot air, hot water, steam, or other heated fluids by external combustion of fuel, such as boilers and water heaters.)	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.4	Puget Sound Clean Air Agency Method 5 (See Section VIII)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.60	WAC 173-400-050 (1) & (3) (3/22/91) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-050 into the SIP* *WAC 173-400-050 (1) & (3) (2/10/05) (State Only) This requirement will be federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-050*	Shall not emit particulate matter in excess of 0.10 gr/dscf corrected to 7% O_2 from combustion units except for emission units combusting wood derived fuels for the production of steam. (Applies to units using combustion for waste disposal, steam production, chemical recovery or other process requirements, but excludes outdoor burning.)	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.4	EPA Method 5 (See 40 CFR Part 60, Appendix A, July 1, 2001)
EU 4.61	Puget Sound Clean Air Agency Reg I: 9.08(a) (4/14/94) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I, 9.08(a) into the SIP.* Puget Sound Clean Air Agency Reg I: 9.08(a) *(3/25/04) (State Only) This requirement shall become federally enforceable upon adoption into the SIP and will replace the 4/14/94 version of Reg I: 9.08(a).* RCW 70.94.610 *(1991) State only*	It shall be unlawful for any person to cause or allow combustion of oil that exceeds any of the following maximum limits unless allowed by a Puget Sound Clean Air Agency Order of Approval issued under Reg I: 6.07 *(Note: In the 3/25/04 version of Reg. I, 9.08(a), the reference to Reg I: 6.07 is changed to Article 6.)*: • Ash 0.1% • Sulfur, used oil 1.0% • Sulfur, fuel oil 2.00% • Lead 100 ppm • Arsenic 5 ppm • Cadmium 2 ppm • Chromium 10 ppm • Total halogens 1,000 ppm • PCBs 2 ppm • Flash point 100 °F	II.A.2(e) Purchase Specification	Ash ASTM D482-00A, Sulfur ASTM D3120-96, Halogens EPA SW846, 9076, PCB EPA SW846, 8080, Lead EPA 600/4-81-045, 200.7

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.62	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an O&M plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11	
EU 4.63	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88) RCW 70.94.152(7) *1996 (State only)*	Maintain equipment in good working order that has received an order of approval.	II.A.2(d)(iv) Steam Generating Boilers II.A.1(c) Facility Inspections	
(e) Requirement Nos. EU 4.64 through EU 4.77 are the Order of Approval No. 7438 and PSD 92-05 permit conditions				
EU 4.64	Order of Approval No. 7438, Condition #3 (8/4/99)	Boilers #4, #5, and #6 shall comply with 40 CFR Part 60 Subpart A and Subpart Db.	NMR	
EU 4.65	Order of Approval No. 7438, Condition #4 (8/4/99) and PSD 92-05 Amendment 2 Condition 7 (6/22/99)	Boeing shall install and operate continuous emission monitors on Boilers #4, #5, and #6 to measure NOx and diluent gas in accordance with Article 12 of Regulation I and 40 CFR Part 60 Appendix B, Performance Specification 2 and Appendix F.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.66	Order of Approval No. 7438, Condition #5 (8/4/99) and PSD 92-05 Amendment 2 Condition 1 (6/22/99)	Boilers #4, #5, and #6 shall be fueled only by natural gas except for periods when the supply of natural gas has been curtailed, or for limited testing to insure proper operations of oil burning equipment, including day tank turnover. During periods of natural gas curtailment and during limited test periods, the boilers may be fueled by back-up fuel. Back-up fuel may be either Jet A or diesel distillate oils.	II.A.2(d)(iv) Steam Generating Boilers	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.67	Order of Approval No. 7438, Condition #6 (8/4/99) and PSD 92-05 Amendment 2 Condition 2 (6/22/99)	Boeing shall limit the combustion of back-up fuel in Boilers #4, #5 and #6 combined to a) 13.68 million lbs in any 12 consecutive months, and b) 0.4 million lbs for the purposes of testing in any 12 consecutive months.	II.A.2(c) Documentation on File	
EU 4.68	Order of Approval No. 7438, Condition #7 (8/4/99) and PSD 92-05 Amendment 2 Condition 3 (6/22/99)	NOx emissions from each boiler stack shall not exceed the following: 1) 0.050 lb/MMBtu on natural gas as determined by EPA Method 7E 2) 0.100 lb/MMBtu on back-up fuel as determined by EPA Method 7E	II.A.2(r) Continuous Emission Monitoring System	
EU 4.69	Order of Approval No. 7438, Condition #8 (8/4/99) and PSD 92-05 Amendment 2 Condition 4 (6/22/99)	Compliance with the NOx emission limits shall be determined on a 30-day rolling average basis, calculated as the average of all hourly emissions data recorded for the last 30 steam generating unit operating days. A new 30-day rolling average shall be calculated each steam generating unit operating day as the average of all hourly NOx emission data for the preceding 30 steam generating unit operating days. "One-hour period" means any 60-minute period commencing on the hour. A "one-hour data average" shall be computed from four or more data points equally spaced over each on-hour period. Data recorded during periods of continuous monitoring system breakdown, repairs, calibration checks, and zero and span adjustments shall not be included in the data averages.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.70	Order of Approval No. 7438, Condition #9 (8/4/99) and PSD 92-05 Amendment 2 Condition 5 (6/22/99)	The peak NOx emission rate as NO_2 per boiler shall not exceed 7.6 lb/hr on an hourly average when firing natural gas, and 14.6 lb/hr on an hourly average when firing Jet A or diesel fuels.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.71	Order of Approval No. 7438, Condition #10 (8/4/99) and PSD 92-05 Amend 2 Condition 6 (6/22/99)	For any 12 consecutive months, NOx emissions shall not exceed 48.2 tons from Boilers #4, #5, & #6 combined.	II.A.2(r) Continuous Emission Monitoring System	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.72	Order of Approval No. 7438, Condition #11 (8/4/99)	Compliance with the NOx emission limits in Condition #9 and #10 shall be determined using the following: a) NOx emission shall be calculated for minute average using Method 19, Equation 19.1 in 40 CFR Part 60 Appendix A. b) The minute averages for lb NOx/MMBtu are converted to minute averages for lb NOx/hr so that NOx emissions (lb/hr, minute average) = NOx/MMBtu (minute average) x MMBtu/hr (minute average). c) The minute averages for lb NOx/hr are used to produce an hourly average for lb/NOx/hr. The hourly averages are then summed to establish the total lbs NOx for a day so that NOx emissions (lb/hr, hourly average) = sum of lb/hr, minute average divided by 60, and NOx daily emissions = the sum of NOx emission (hourly average). d) The daily pounds are summed to determine the monthly sum, and the latest 12 monthly sums are summed to determine the 12-month rolling total so that NOx monthly emissions = the sum of the NOx daily emission (for specified month), and NOx annual emission = the sum of NOx monthly emissions.	II.A.2(r) Continuous Emission Monitoring System	Method 19
EU 4.73	Order of Approval No. 7438, Condition #13 (8/4/99)	Boeing shall limit the sulfur content of its back-up fuel oil to no more than 0.05% sulfur by weight. Boeing shall demonstrate compliance with the specification for low sulfur oil by providing supplier certification. The fuel supplier certification shall include the name of the oil supplier and a statement from the oil supplier that the oil complies with the fuel oil sulfur limit of no more than 0.05% sulfur by weight.	II.A.2(f) Fuel Oil Sulfur Content Monitoring Procedure	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.74	Order of Approval No. 7438, Condition #14 (8/4/99)	When firing back-up fuel oil, Boeing shall operate and maintain a monitoring system for measuring excess oxygen in the exhaust gas stream, as an alternate means of demonstrating compliance with 40 CFR 60.43b(f). When firing back-up fuel oil, Boeing shall maintain excess O_2 at or greater than 2% (6-minute average), except during startup, shutdown, or malfunctions of the boilers.	II.A.2(r) Continuous Emission Monitoring System	
EU 4.75	PSD #92-05, Amendment 2 Condition #8 (6/22/99)	Sampling ports and platforms must be provided for each boiler. Ports must meet requirements of 40 CFR 60, Appendix A Method 1. Other arrangements may be acceptable if approved in advance by Ecology prior to installation. Adequate permanent and safe access to the test ports must be provided.	NMR	
EU 4.76	PSD #92-05, Amendment 2 Condition #11 (6/22/99)	Boeing will develop and follow an operation and maintenance plan to implement procedures and control methods described in the PSD application. The plan will be available to the Puget Sound Clean Air Agency and Washington Department of Ecology within 90 days of startup.	II.B Operation and Maintenance (O&M) Plan Requirements.	
EU 4.77	PSD 92-05 Amendment 2 Condition 12 (6/22/99)	Any activity that is undertaken by Boeing or others, in a manner that is inconsistent with the PSD application, shall be subject to Ecology enforcement under applicable regulations. Nothing in the PSD Approval shall be construed so as to relieve Boeing of its obligations under any state, local, or federal laws or regulations.	NMR	
(f) Requirement Nos. 4.78 and 4.79 are the Puget Sound Clean Air Agency and Washington Department of Ecology adoptions of 40 CFR 60.				
EU 4.78	Puget Sound Clean Air Agency Reg I: 6.11 *(9/26/02) State Only*	Adopts 40 CFR 60 and Appendices in effect as of July 1, 2005.	II.B Operation and Maintenance (O&M) Plan Requirements.	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 4.79	WAC 173-400-115 *(2/10/05) State Only*	Adoptions by reference 40 CFR Part 60 and Appendices in effect on July 1, 2004. Exceptions are listed in subsection (1)(d) of WAC 173-400-115.	II.B Operation and Maintenance (O&M) Plan Requirements.	
(g) Requirements Nos. EU 4.80 and EU 4.81 requirements implementing the Clean Air Act Section 112(j) analysis done by the Puget Sound Clean Air Agency for boilers #4, #5, and #6. The inclusion of these requirements in this AOP satisfies the requirements of 40 CFR 63.52(f) for these boilers. For boilers #4, #5, and #6, only an initial notification is required.				
EU 4.80	40 CFR 63.52(f) (5/30/03)	The affected source is the collection of all existing industrial, commercial, and institutional boilers and process heaters.	NMR	
EU 4.81	40 CFR 63.52(f) (5/30/03)	Boeing shall submit an initial notification to the Puget Sound Clean Air Agency covering boilers #4, #5, and #6.	NMR	
(h) Requirement No. EU 4.82 is the Puget Sound Clean Air Agency adoption of 40 CFR Part 63.				
EU 4.82	Puget Sound Clean Air Agency Reg III: 2:02 (9/26/02) Puget Sound Clean Air Agency Reg. I: 3.25 (9/27/07)	Adopts 40 CFR 63 by reference; specific requirements are listed elsewhere in the permit.	NMR	

NMR = No Monitoring Required -- Monitoring is not required; however, if a noncompliant situation is observed, Boeing will initiate appropriate corrective action.

DESCRIPTION OF REFERENCE TEST METHODS:

9 = Visual Determination of the Opacity of Emissions from Stationary

19 = Determination of Sulfur Dioxide Removal Efficiency and Particulate Matter, Sulfur Dioxide, and Nitrogen Oxides Emission Rates

5. NON NSPS - Fuel Burning Equipment

DESCRIPTION: *This section includes the steam generating boilers and gas-fired space heaters throughout the Boeing Everett facility that are not subject to 40 CFR 60 Subpart Da, Db, or Dc that have specific applicable requirements other than the general requirements in Section I.A.*

Boilers No. 1, No. 2, and No. 3 listed below were installed in 1967 and have not been modified or reconstructed (as defined in 40 CFR Part 60 Subpart A) after June 19, 1984. Therefore, boilers #1, #2, and #3 are not subject to the Standards of Performance for New Stationary Sources in 40 CFR Part 60. The boilers commenced construction before January 2003 and have not been reconstructed since this date.

All the boilers listed below use natural gas as their primary fuel and fuel oil as a backup fuel. Only natural gas is used in the space heaters.

Boilers #1, #2, and #3, discussed below, are subject to requirements stemming from a Clean Air Act Section 112(j) analysis.

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	***Col./Dr.***	***MSS/ID#***	***Order of Approval #***	***Install Date***	***Source Description***
40-12	*D-2*	*B1000/ B010 G0250*	*5038*	*1967*	*Boiler #1; 150 MMBtu/hr*
40-12	*C-2*	*B1001/ B010 G0250*	*5038*	*1967*	*Boiler #2; 150 MMBtu/hr*
40-12	*B-2*	*B1002 B010 G0250*	*5038*	*1967*	*Boiler #3; 150 MMBtu/hr*
40-56	*Roof*		*4607*	*1992*	*Gas-fired space heater, 2.2 MMBtu/hr*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 5.1	Puget Sound Clean Air Agency Reg I: 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I: 9.03 into the SIP* Puget Sound Clean Air Agency Reg. I: 9.03 *(3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I: 9.03* WAC 173-400-040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) *(2/10/05)(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/1993 version of WAC 173-400-040(1)*	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.1	Ecology Method 9A (See Section VIII)
EU 5.2	Puget Sound Clean Air Agency Reg I: 9.09 (4/9/98)	Shall not emit particulate matter in excess of 0.05 gr/dscf corrected to 7% O_2 from fuel burning equipment burning fuel other than wood, coal, or other solid fossil fuel(applies to the equipment that produces hot air, hot water, steam, or other heated fluids by external combustion of fuel. Examples include indirect-fired drying ovens and space heaters and water heaters).	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility	Puget Sound Clean Air Agency Method 5 (See Section VIII)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
			Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.4	
EU 5.3	WAC 173-400-050 (1) & (3) (3/22/91) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-050 into the SIP* *WAC 173-400-050 (2/10/05) (State Only) This requirement will be federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-050*	Shall not emit particulate matter in excess of 0.10 gr/dscf corrected to 7% O2 from combustion units except for emission units combusting wood derived fuels for the production of steam. (Applies to units using combustion for waste disposal, steam production, chemical recovery or other process requirements, but excludes outdoor burning.)	II.A.2(d)(iv) Steam Generating Boilers II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.4	EPA Method 5 (See 40 CFR 60, Appendix A, July 1, 2001)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 5.4	Puget Sound Clean Air Agency Reg I: 9.08(a) (4/14/94) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I, 9.08(a) into the SIP.* Puget Sound Clean Air Agency Reg I: 9.08(a) *(3/25/04) (State Only) This requirement shall become federally enforceable upon adoption into the SIP and will replace the 4/14/94 version of Reg I: 9.08(a).* RCW 70.94.610 *(1991) State Only*	It shall be unlawful for any person to cause or allow combustion of oil that exceeds any of the following maximum limits unless allowed by a Puget Sound Clean Air Agency Order of Approval issued under Reg I: 6.07: *(Note: In the 3/25/04 version of Reg. I, 9.08(a), the reference to Reg I: 6.07 is changed to Article 6.)* • Ash 0.1% • Sulfur, used oil 1.0% • Sulfur, fuel oil 2.00% • Lead 100 ppm • Arsenic 5 ppm • Cadmium 2 ppm • Chromium 10 ppm • Total halogens 1,000 ppm • PCBs 2 ppm • Flash point 100 °F	II.A.2(e) Purchase Specification	Ash ASTM D482-00A, Sulfur ASTM D3120-96, Halogens EPA SW846, 9076, PCB EPA SW846, 8080, Lead EPA 600/4-81-045, 200.7
EU 5.5	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an O&M plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11	
EU 5.6	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88) RCW 70.94.152(7) *(1996) State only*	Maintain equipment in good working order that has received an Order of Approval.	II.A.2(d)(iv) Steam Generating Boilers II.A.1(c) Facility Inspections	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
Requirements Nos. EU 5.7 and EU 5.8 are requirements implementing the Clean Air Act Section 112(j) analysis done by the Puget Sound Clean Air Agency for boilers #1, #2, and #3. The inclusion of these requirements in this AOP satisfies the requirements of 40 CFR 63.52(f) for these boilers. For boilers #1, #2, and #3, only an initial notification is required				
EU 5.7	40 CFR 63.52(f) (5/30/03)	The affected source is the collection of all existing industrial, commercial, and institutional boilers and process heaters.	NMR	
EU 5.8	40 CFR 63.52(f) (5/30/03)	Boeing shall submit an initial notification to the Puget Sound Clean Air Agency covering boilers #1, #2, and #3.	NMR	
Requirement No. EU 5.9 is the Puget Sound Clean Air Agency adoption of 40 CFR Part 63.				
EU 5.9	Puget Sound Clean Air Agency Reg III: 2:02 (9/26/02) Puget Sound Clean Air Agency Reg. I: 3.25 (9/27/07)	Adopts 40 CFR 63 by reference; specific requirements are listed elsewhere in the permit.	NMR	

6. Waste Water Treatment Operations

DESCRIPTION: This section includes all activities and equipment associated with the industrial waste water treatment operations at Building 45-06, including any tank, container, surface impoundment, oil-water separator, organic-water separator, or transfer system used to manage off-site material; chemical and physical treatment methods; waste water storage tanks; sludge drying, material and waste handling; and air emission control equipment that have specific applicable requirements other than the general requirements in Section I.A. This waste water treatment plant (WWTP) at Bldg. 45-06 may receive off-site waste and is therefore subject to the Off-Site Waste and Recovery Operations NESHAP (40 CFR Part 63 Subpart DD).

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	***Col./Dr.***	***MSS/ID#***	***Order of Approval #***	***Install Date***	***Source Description***
45-06	*A-2*	*067817/B413*	*2661*	*12/20/85*	*Air Stripper*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(a) NESHAP General Provisions Requirement Nos. EU 6.1 through EU 6.11 are the NESHAP General Provisions (40 CFR 63 Subpart A). Applicability of 40 CFR 63 Subpart A is defined in Table 2 to Subpart DD of Part 63. Table 2 supersedes this permit if an apparent conflict exists.				
EU 6.1	40 CFR 63.1(c)(1), 63.4 (4/5/02)	Must comply with 40 CFR 63 Subpart A and DD.	NMR	
EU 6.2	40 CFR 63.5 (4/5/02)	Boeing shall comply with preconstruction review requirements if reconstructing a source.	NMR	
EU 6.3	40 CFR 63.6(e)(1) (4/20/06)	At all times, including startup, shutdown, and malfunction, must operate and maintain affected sources consistent with safety and good air pollution control practice. Malfunctions must be corrected as soon as practicable after their occurrence. During periods of startup, shutdown, or malfunction, reduce emissions to the greatest extent which is consistent with safety and good air pollution control practices.	NMR	
EU 6.4	40 CFR 63.6(f) (4/20/06)	The nonopacity emission standards set forth in 40 CFR Part 63 shall apply at all times except during periods of startup, shutdown, and malfunctions as set forth in 40 CFR Part 63 Subpart A & DD. If a startup, shutdown, or malfunction of one portion of an affected source does not affect the ability of particular emission points within other portions of the affected source to comply with the non-opacity emission standards set forth in this part, then that emission point must still be required to comply with the non-opacity emission standards and other applicable requirements.	NMR	
EU 6.5	40 CFR 63.8(b) (4/20/06)	Monitoring shall be conducted as set forth in Subpart A and DD.	NMR	
EU 6.6	40 CFR 63.8(f) (4/20/06)	Boeing must receive permission from the Puget Sound Clean Air Agency before using an alternative monitoring procedure.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 6.7	40 CFR 63.9 (b) (5/30/03)	Boeing shall notify the Puget Sound Clean Air Agency if it constructs or reconstructs a new affected source.	NMR	
EU 6.8	40 CFR 63.9(i) (5/30/03)	Adjustment to time periods or postmark deadlines for submittal and review of required communications may be requested from and approved by the Puget Sound Clean Air Agency.	NMR	
EU 6.9	40 CFR 63.10(a)(3)-(7) (4/20/06)	Boeing must send reports to Puget Sound Clean Air Agency as required by 40 CFR 63.10(a)(3)-(7) and can change report due dates.	NMR	
EU 6.10	40 CFR 63.10(b)(1) (4/20/06)	Boeing shall retain records for five years. At a minimum, the most recent two years of data shall be retained on site. The remaining three years of data may be retained off site.	II.A.2(c) Documentation on File	
EU 6.11	40 CFR 63.10(f) (4/20/06)	Boeing must comply with the recordkeeping and reporting requirements in 40 CFR 63.10 unless a waiver is granted by the Puget Sound Clean Air Agency.	NMR	
(b) NESHAP Subpart DD				
Requirement Nos. EU 6.12 through EU 6.15 are the Off-Site Waste and Recovery Operations NESHAP requirements.				
EU 6.12	40 CFR 63.680 (7/20/99)	Materials are not off-site materials regulated by 40 CFR Part 63 Subpart DD if they meet one of the requirements of 40 CFR 63.680(b)(2).	NMR	
EU 6.13	40 CFR 63.683(b)(1)(iii) (7/20/99)	Before placing off-site material in the off-site material management unit, Boeing shall determine that the average VOHAP concentration of each off-site material stream, managed in each affected off-site material management unit, remains at less than 500 ppmw based on the HAP content of the off-site material stream at the point of entry. The initial determination must be made using the procedures specified in 40 CFR 63.694(b), EU 6.15. Thereafter, Boeing shall review and update, as necessary, the determination once every calendar year following the date of the initial determination.	II.A.2(s) Off-Site Waste and Recovery NESHAP VOHAP Concentration Determination	40 CFR 63.694(b)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 6.14	40 CFR 63.683(c)(1)(ii) (7/20/99)	Before placing off-site material in the off-site material management unit, Boeing shall determine that the average VOHAP concentration of each off-site material stream managed in each unit on which an affected process vent is used remains at a less than 500 ppmw based on the HAP content of the off-site material stream at the point of entry. The initial determination must be made using the procedures specified in 40 CFR 63.694(b), EU 6.15. Thereafter, Boeing shall review and update, as necessary, the determination once every calendar year following the date of the initial determination.	II.A.2(s) Off-Site Waste and Recovery NESHAP VOHAP Concentration Determination	40 CFR 63.694(b)
EU 6.15	40 CFR 63.694(b) (1/8/01)	Boeing shall use the testing methods and procedures in 40 CFR 63.694(b) to determine average VOHAP concentration of an off-site material stream at the point-of-delivery.	NMR	
(c) Alternate Operating Scenario If the requirement listed below is complied with, then the plant site is exempt from the requirements of 40 CFR 63.682 through 40 CFR 63.699, EU 6.13 to EU 6.15.				
EU 6.16	40 CFR 63.680(d) (7/20/99)	Plant sites are exempt from the requirements of 40 CFR 63.682 through 63.699, EU 6.13 to EU 6.15, when the total annual quantity of the HAP contained in the off-site material received at the plant site is less than 1 megagram (2200 pounds) per year. Documentation must be prepared and maintained at the plant site to support an initial determination of the total annual HAP quantity for the off-site material. A new determination shall be made when changes to the quantity or composition of the off-site material received at the plant site could cause the total annual HAP quantity in the off-site material to exceed 1 megagram per year.	II.A.2(t) Off-Site Waste and Recovery NESHAP Annual HAP Quantity Determination	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
		(d) Puget Sound Clean Air Agency and Washington Administrative Code		
Requirement Nos. EU 6.17 through EU6.20 are Puget Sound Clean Air Agency and Washington Administrative Code requirements.				
EU 6.17	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11	
EU 6.18	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88) RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order., that has received an order of approval	II.A.1(c) Facility Inspections	
EU 6.19	WAC 173-401-650(1)(a) (11/4/93)	Boeing shall, contemporaneously with making a change from one operating scenario to another, record in a log at the permitted facility a record of the scenario under which it is operating.	II.A.2(c) Documentation on File	
EU 6.20	Puget Sound Clean Air Agency Reg III: 2:02 *(9/26/02) (State Only)*	Adopts 40 CFR 63 by reference as of July 1, 2005.	NMR	

NMR = No Monitoring Required -- Monitoring is not required; however, if a noncompliant situation is observed, Boeing will initiate appropriate corrective action.

7. Cyclones, Baghouses, and Other Particulate Control Operations

DESCRIPTION: *This section includes all cyclones, baghouses, and other equipment, which exhaust to the outside and control particulate emissions from the various activities including carpentry, machining of metal or nonmetal parts, housecleaning, and wood shredding operations. This section includes only that equipment described above which have specific applicable requirements other than the general requirements in Section I.A, except that cyclones, baghouses, and abrasive blast booths that don't have specific applicable requirements shall still be subject to this section.*

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	*Col./Dr.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
40-01	*Dr W-5*	*127078*	*4566*	*1991*	*Vacuum system with cyclone and baghouse*
40-01	*Dr S-3*	*ET0085*	*5246*	*1993*	*Vacuum system with cyclone and baghouse*
40-01	*Dr W-8*	*087378*	*2724*	*9/27/85*	*Vacuum system with cyclone and baghouse*
40-05	*Dr N-3*	*025278*	*4496*	*7/1/92*	*Vacuum system with cyclone and baghouse*
40-05	*Dr W-8*	*143573*	*4497*	*7/27/92*	*Vacuum system with cyclone and baghouse*
40-11	*Dr E-3*	*169933*	*5868*	*6/1/95*	*Vacuum system with cartridge filters.*
40-21	*Dr W-8*	*066989*	*3058*	*10/80*	*Vacuum system with cyclone and baghouse*
40-21	*Dr W-9*	*066990*	*3058*	*10/80*	*Vacuum system with cyclone and baghouse*
40-31	*Dr N-2*	*008260*	*6582*	*1/13/97*	*Vacuum system with cyclone and baghouse*
40-31	*Dr N-5*	*029771*	*5692*	*1/5/95*	*Vacuum system with baghouse*
40-32	*Dr N-1*	*382246*	*3058*	*10/80*	*Vacuum system with cyclone and baghouse*
40-32	*Dr N-2*	*382247*	*3058*	*10/80*	*Vacuum system with cyclone and baghouse*
40-33.4	*I-14*	*103407*	*3189*		*Dry filter particulate control booth*
40-37.B	*B/C-12.8*	*185772*	*5876*	*8/93*	*Vacuum system with baghouse*

40-37.B	*B/C-13.2*	*008372*	*5876*	*8/93*	*Vacuum system with baghouse*
40-51	*Dr N-6*	*000555*	*NA*		*Vacuum system with cyclone and baghouse*
40-51	*Dr N-9*	*000556*	*NA*		*Vacuum system with cyclone and baghouse*
40-56	*Dr N-1*	*27193*	*4420*	*9/92*	*Vacuum system with cyclone and baghouse #2*
40-56	*Dr N-1*	*27191*	*4421*	*9/92*	*Vacuum system with cyclone and baghouse #1*
40-56	*Dr N-1*	*27192*	*4422*	*9/92*	*Vacuum system with cyclone and baghouse #3*
40-56	*Dr N-2*	*27194*	*4423*	*9/92*	*Vacuum system with cyclone and baghouse #4*
40-56	*Dr E-10*	*24697*	*4425*	*9/92*	*Vacuum system with cyclone and baghouse #6*
40-56	*Dr E-11*	*27195*	*4426*	*9/92*	*Vacuum system with cyclone and baghouse #7*
40-56	*Dr N-3*	*ET0105*	*4879*	*8/1/92*	*Vacuum system with cyclone and baghouse*
40-56	*F-6 Roof*	*ET0088*	*5904*	*6/19/95*	*Vacuum system with cyclone and baghouse*
40-56	*Pump Rm*	*922405*	*3060*		*Vacuum Pump A*
40-56	*Pump Rm*	*922406*	*3060*		*Vacuum Pump B*
40-56	*Pump Rm*	*922407*	*3060*		*Vacuum Pump B*
40-56	*Pump Rm*	*381160*	*3060*		*Vacuum Pump C*
40-56	*CC-9.2*	*026343*	*4432*		*Vacuum Pump #1*
40-56	*CC-9.3*	*026344*	*4433*		*Vacuum Pump #2*
40-56	*CC-9.4*	*026345*	*4434*		*Vacuum Pump #3*
40-56	*CC-9.5*	*026346*	*4435*		*Vacuum Pump #4*
40-56	*CC-9.6*	*026347*	*4436*		*Vacuum Pump #5*
40-56	*CC-9.7*	*026348*	*4437*		*Vacuum Pump #6*
40-56	*CC-9.8*	*026349*	*4438*		*Vacuum Pump #7*
40-56	*K-2.9*	*050949*	*NA*	*9/85*	*Dry filter particulate control booth*
45-04	*Q-10*	*B685/ET0402*	*6902*		*Dry filter particulate control booth*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(a) Requirement Nos. EU 7.1 through EU 7.4 are the Puget Sound Clean Air Agency requirements for operating permit sources.				
EU 7.1	Puget Sound Clean Air Agency Reg I, 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I, 9.03 into the SIP* Puget Sound Clean Air Agency Reg. I, 9.03 *(3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I, 9.03* WAC 173-400-040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) *(2/10/05)(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/1993 version of WAC 173-400-040(1)*	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.1 above	Ecology Method 9A (See Section VIII)

Reqmt No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 7.2	Puget Sound Clean Air Agency Reg I, 9.09 (4/9/1998) WAC 173-400-060 (3/22/91) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-060 into the SIP* WAC 173-400-060 *(2/10/05) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-060*	Shall not emit in excess of 0.05gr/dscf from equipment used in a manufacturing process and general process units, uncorrected for excess air	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.2	Puget Sound Clean Air Agency Method 5 (See Section VIII)
EU 7.3	Puget Sound Clean Air Agency Reg I: 7.09(b) *(9/10/98)*	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11	

Reqmt No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 7.4	Puget Sound Clean Air Agency Reg I: 9.20 (6/9/88) RCW 70.94.152(7) *1996 State Only*	Maintain equipment in good working order.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths II.A.1(c) Facility Inspections This monitoring method supersedes the monitoring method for this requirement listed in I.A.10	
(b) Requirement No. EU 7.5 is the Order of Approval No. 5692 permit conditions that applies to the vacuum system at Bldg. 40-31, Dr. N-5, MSS/ID# 029771.				
EU 7.5	Order of Approval No. 5692, Condition #4 (11/10/94)	The discharge tube from the baghouse will be fitted with a protective skirt, or equivalent, to prevent the incidence of fugitive particulate emissions when solids are transferred to the collection container.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths	
(c) Requirement No. EU 7.6 is the Order of Approval No. 5868 permit condition that applies to the vacuum system at Bldg. 40-11, Dr. E-3, MSS/ID# 169933.				
EU 7.6	Order of Approval No. 5868, Condition #4 (4/17/95)	A gauge to indicate the static pressure differential across the filters will be installed and maintained for the dust collector. The control panel will indicate whether the dust collector is operating within its acceptable pressure drop range.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths	

Reqmt No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
(d) Requirement Nos. EU 7.7 and EU 7.8 are the Order of Approval No. 6582 permit conditions that apply to the vacuum system at Bldg. 40-31, Dr N-2, MSS/ID# 008260.				
EU 7.7	Order of Approval No. 6582, Condition #4. (7/3/96)	A gauge to measure the pressure drop across the bag separator will be installed and maintained. Within 90 days after beginning operation, the acceptable range for the gauge shall be clearly marked on or near the gauge.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths	
EU 7.8	Order of Approval No. 6582, Condition #5. (7/3/96)	There shall be no visible emissions from the vacuum system.	II.A.2(d)(vi) Opacity Monitoring for No Visible Emissions	
(e) Requirement Nos. EU 7.9 and EU 7.10 are the Order of Approval No. 6902 permit conditions that apply to the Bldg. 45-04 paint prep booth, MSS/ID# B685.				
EU 7.9	Order of Approval No. 6902, Condition #3 (9/25/97)	Boeing shall install and maintain a differential pressure transmitter or gauge to measure the pressure drop across the new dry filter particulate control system. The pressure drop shall be displayed on a readout or the gauge. Within 90 days after beginning operations, the acceptable pressure drop range shall be clearly marked on or nearby the readout or gauge.	II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths	
EU 7.10	Order of Approval No. 6902, Condition #4 (9/25/97)	The Boeing O&M Plan shall include procedures for monthly inspection of the dry filter particulate control system.	II.B Operation and Maintenance (O&M) Plan Requirements.	

8. Composite Processing Operations

DESCRIPTION: *This section includes all activities and equipment associated with composite processing operations that have specific applicable requirements other than the general requirements in Section I.A.*

The requirements of the Reinforce Plastic Composites NESHAP (40 CFR 63 Subpart WWWW) are also included in this section. Currently, the only operations at Boeing Everett that are subject to the Reinforced Plastic Composites NESHAP are open and closed molding operations and any associated cleaning, mixing, material storage and repair operations.

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	*Col./Dr.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
40-56	*CC-4*	*381107*	*2084*		*1500 Ton Press #2*
40-56	*CC-3*	*104423*	*3447*		*1500 Ton Press #1*
40-56	*CC-5*	*104424*	*3447*		*1500 Ton Press #6*
40-56	*CC-6*	*107150*	*3447*		*1500 Ton Press #7*
40-56	*BB-6*	*107210*	*3747*		*1200 Ton Press #8*
40-56	*BB-6.8*	*126292*	*3953*		*1000 Ton Press #1N*
40-56	*BB-7.2*	*126288*	*3954*		*1000 Ton Press #2N*
40-56	*BB-7.8*	*126280*	*3955*		*1000 Ton Press #3N*
40-56	*BB-8.2*	*126284*	*3956*		*1000 Ton Press #4N*
40-56	*K-2.5*	*027586*	*3980*		*200 Ton Perforating Press*
40-56	*H-7*	*144782*	*4015*		*Multi-opening press*
40-56	*G-1*	*144783*	*4016*		*Multi-opening press*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
(a) Requirements No. 8.1 through 8.8 are Puget Sound Clean Air Agency requirements for composite processing				
EU 8.1	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. These monitoring methods supersede the monitoring method for this requirement listed in I.A.11	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.2	Puget Sound Clean Air Agency Reg I, 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I, 9.03 into the SIP* Puget Sound Clean Air Agency Reg. I, 9.03 *(3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I, 9.03* WAC 173-400-040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) *(2/10/05)(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/1993 version of WAC 173-400-040(1)*	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.1 above	Ecology Method 9A (See Section VIII)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.3 +	Puget Sound Clean Air Agency Reg I, 9.09 (4/9/98) WAC 173-400-060 (3/22/91) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-060 upon its adoption into the SIP* WAC 173-400-060 *(2/10/05) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-040(1)060*	Shall not emit in excess of 0.05gr/dscf from equipment used in a manufacturing process and general process units, uncorrected for excess air	II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.2	Puget Sound Clean Air Agency Method 5 (See Section VIII)
EU 8.4	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88) RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an NOC Order of Approval.	II.B Operation and Maintenance (O&M) Plan Requirements. II.A.1(c) Facility Inspections	
EU 8.5	Puget Sound Clean Air Agency Regulation II: 3.08(a) (12/9/93)	Reg. II, Section 3.08 applies to manufacturing operations involving the use of polyester, vinyl ester, gelcoat, or resin in which the styrene monomer is a reactive monomer for the resin.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.6	Puget Sound Clean Air Agency Regulation II: 3.08(b) (12/9/93)	It shall be unlawful to apply polyester resin, vinylester resin, gelcoat, or any other resin unless the operation is conducted inside an enclosed area that is registered with the Agency. The exhaust shall be vented to the atmosphere through a vertical stack. (See EU 8.8 for an alternate means of compliance with requirement for an enclosed area with a vertical stack.) Spray operations require a dry filter to control overspray.	II.A.1(d) Work Practice Inspection	
EU 8.7	Puget Sound Clean Air Agency Regulation II: 3.08(f) (12/9/93)	Closed containers shall be used for storage or disposal of VOC-containing materials. Such containers shall be kept closed except when being cleaned or when materials are being added, mixed, or removed. Closed containers for solvent rag or paper disposal are required.	II.A.1(d) Work Practice Inspection	
EU 8.8	Order of Approval No. 7550, Conditions 3, 4, and 5 (5/28/99)	As an Alternate Means of Compliance with Reg II: 3.08(b) to conduct non-spray application of products containing styrene in areas other than enclosed vertically exhausted booths Boeing shall • Implement an odor compliant response procedure to handle any incoming odor complaints from the public and the action taken to resolve the odor complaint. Boeing shall provide these records to the Agency upon request. • For spray coating applications of polyester resin, vinylester resin, gelcoat, or any other resin, Boeing shall conduct these activities only in an enclosed booth vented to the outside and equipped with a dry filter to control over spray. • Limit application of products containing styrene outside of a ventilated booth enclosure to brush or other hand-application methods.	II.A.1(b) Complaint Response II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
(b) Requirements No. 8.9 through 8.27 are Reinforced Plastic Composites NESHAP General Provisions				
EU 8.9	40 CFR 63.1(c)(1), 63.4 (4/5/02) 40 CFR 63.5925 (4/21/03)	Reinforced plastic composites manufacturing operations must comply with 40 CFR 63 Subpart A and WWWW, as applicable.	NMR	
EU 8.10	40 CFR 63.2 (4/22/04) 40 CFR 63.5935 (8/25/05)	Definitions in 40 CFR 63 Subpart A and 40 CFR 63 Subpart WWWW apply to Boeing. As discussed in Table 15 to 40 CFR 63 Subpart WWWW, in case of a conflict, Subpart WWWW definitions take precedence over Subpart A definitions.	NMR	
EU 8.11	40 CFR 63.5 (4/5/02)	Boeing shall comply with preconstruction review requirements.	NMR	
EU 8.12	40 CFR 63.6(c) (4/20/06) 40 CFR 63.5800 (4/21/03) Table 2 of 40 CFR 63 Subpart WWWW (4/21/03)	Boeing shall comply with the applicable standards in 40 CFR 63 Subpart WWWW by April 21, 2006 or shall accept and meet an enforceable HAP emission limit below the major source threshold prior to April 21, 2006. If Boeing meets an organic HAP emission standard based on a 12-month rolling average, Boeing must begin collecting data on April 21, 2006 in order to demonstrate compliance (see also EU 8.63).	NMR	
EU 8.13	40 CFR 63.6(e)(1) (4/20/06) 40 CFR 63.5835(c) (4/20/06)	Boeing shall operate and maintain affected source consistent with safety and good air pollution control practices for minimizing emissions. During a period of startup, shutdown, or malfunction, Boeing shall reduce emissions to the greatest extent that is consistent with safety and good air pollution control practices. Malfunctions must be corrected as soon as practicable after their occurrence. During periods of startup, shutdown, or malfunction, reduce emissions to the greatest extent which is consistent with safety and good air pollution control practices.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.14	40 CFR 63.8(a)(1), (b)(1) (4/20/06)	Conduct monitoring. Monitoring shall be conducted as set forth in Subpart A and Subpart WWWW.	II.A.1(d) Work Practice Inspection	
EU 8.15	40 CFR 63.8 (f) (4/20/06)	Boeing must receive permission from Puget Sound Clean Air Agency before using an alternative monitoring procedure.	NMR	
EU 8.16	40 CFR 63.9(a)(4) (5/30/03)	Boeing shall submit notifications to the Puget Sound Clean Air Agency.	NMR	
EU 8.17	40 CFR 63.9(b)(4)-(b)(5) (5/30/03)	Boeing shall provide notification if constructing or reconstructing a new affected source.	NMR	
EU 8.18	40 CFR 63.9(c) (5/30/03)	If Boeing cannot comply with a relevant standard by the applicable compliance date, Boeing may submit to the Administrator (or the State with an approved permit program) a request for an extension of compliance as specified in 40 CFR 63.6(i)(4) through 40 CFR 63.6(i)(6).	NMR	
EU 8.19	40 CFR 63.9(h) (5/30/03)	Boeing shall provide notification regarding its compliance status with 40 CFR 63 Subpart WWWW.	V.Q.7 Reinforced Plastic Composites NESHAP	
EU 8.20	40 CFR 63.9(i) (5/30/03)	Adjustment to time periods or postmark deadlines for submittal and review of required communications may be requested from and approved by the Administrator.	NMR	
EU 8.21	40 CFR 63.9(j) (5/30/03)	Notification Requirements. Any change in the information already provided under 40 CFR 63.9 shall be sent to the Administrator within 15 days after the change.	NMR	
EU 8.22	40 CFR 63.10(a)(3)-(7) (4/20/06)	Boeing must send the reports according to 40 CFR 63.10(a)(3)-(7) and can request alternate reporting dates.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.23	40 CFR 63.10(b)(1) (4/20/06)	Boeing shall retain records for five years. At a minimum, the most recent two years of data shall be retained on site. The remaining three years of data may be off site.	II.A.2(c) Documentation on File	
EU 8.24	40 CFR 63.10(b)(2) (4/20/06)	Boeing shall maintain relevant records of startups, shutdowns, malfunctions, maintenance, corrective actions, monitoring, measurements, and testing in accordance with the rule.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.25	40 CFR 63.10(b)(3) (4/20/06)	If Boeing determines that the facility emits (or has the potential to emit, without considering controls) one or more HAPs regulated by any standard established pursuant to section 112(d) or (f), and the facility is in the source category regulated by the relevant standard, but that facility is not subject to the relevant standard because of limitations on the facility's potential to emit or an exclusion, Boeing shall keep a record of the applicability determination on site at the source for a period of 5 years after the determination, or until the source changes its operations to become an affected source, whichever comes first. The record of the applicability determination must be signed by the person making the determination and include an analysis (or other information) that demonstrates why the Boeing believes the source is unaffected (e.g., because the source is an area source). The analysis (or other information) must be sufficiently detailed to allow the Administrator to make a finding about the source's applicability status with regard to the relevant standard or other requirement. If relevant, the analysis must be performed in accordance with requirements established in relevant subparts of this part for this purpose for particular categories of stationary sources. If relevant, the analysis should be performed in accordance with EPA guidance materials published to assist sources in making applicability determinations under section 112, if any.	II.A.2(c) Documentation on File	
EU 8.26	40 CFR 63.10(d)(1) (4/20/06)	Boeing shall submit reports in accordance with 40 CFR 63 Subpart WWWW.	NMR	
EU 8.27	40 CFR 63.10(f) (4/20/06)	Boeing shall comply with the recordkeeping and reporting requirements in 40 CFR 63.10, unless a waiver is granted by the Administrator.	NMR	
(c) Requirements No. 8.28 through 8.33 are Reinforced Plastic Composites NESHAP Applicability & Exemptions				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.28	40 CFR 63.5785(a) (4/21/03)	40 CFR 63 Subpart WWWW applicability is limited to operations in which plastic composites or plastic molding compounds are manufactured using thermoset resins and/or gel coats that contain styrene to produce plastic composites. Applicability also includes cleaning, mixing, HAP-containing materials storage, and repair operations associated with the production of plastic composites.	NMR	
EU 8.29	40 CFR 63.5785(b), (c), & (d) (4/21/03)	40 CFR 63 Subpart WWWW does not apply to facilities that only repair reinforced plastic composites, to research and development facilities as defined in section 112(c)(7) of the Clean Air Act, and to facilities where the reinforced plastic composites operations use less than 1.2 tons per year of thermoset resins and gel coats that contain styrene combined.	NMR	
EU 8.30	40 CFR 63.5790(a) (8/25/05) 40 CFR 63.5795(a), (b) (8/25/05)	For purposes of 40 CFR 63 Subpart WWWW, Boeing is an existing affected source.	NMR	
EU 8.31	40 CFR 63.5790(b) (8/25/05)	The affected source consists of all parts of the facility engaged in the following operations: Open molding, closed molding, centrifugal casting, continuous lamination, continuous casting, polymer casting, pultrusion, sheet molding compound manufacturing, bulk molding compound manufacturing, mixing, cleaning of equipment used in reinforced plastic composites manufacture, HAP-containing materials storage, and repair operations on parts Boeing manufactures.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.32	40 CFR 63.5790(c) (8/25/05)	The following are excluded from requirements of 40 CFR 63 Subpart WWWW: Application of mold sealing and release agents, mold stripping and cleaning, repair of parts that facility did not manufacture, personal activities that are not part of the manufacturing operations, prepreg materials as defined in 40 CFR 63.5935, non-gel coat surface coatings, application of putties, polyputties, and adhesives, repair or production materials that do not contain resin or gel coat, R&D operations as defined by CAA section 112(c)(7), polymer casting, and closed molding operations (except for compression/injection molding).	NMR	
EU 8.33	40 CFR 63.5790(d) (8/25/05)	Production resins that must meet military specifications are allowed to meet the organic HAP limit contained in that specification. In order for this exemption to be used, Boeing must supply to the permitting authority the specifications certified as accurate by the military procurement officer, and those specifications must state a requirement for a specific resin, or a specific resin HAP content. Production resins for which this exemption is used must be applied with nonatomizing resin application equipment unless Boeing can demonstrate this is infeasible. Boeing must keep a record of the resins for which Boeing is using this exemption.	II.A.2(c) Documentation on File	
(d) Requirements No. 8.34 through 8.49 are Reinforced Plastic Composites NESHAP Emission Factors				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.34	40 CFR 63.5796 (4/21/03)	Boeing may use the equations in Table 1 (II.A.2(v)) of the subpart to calculate emission factors and to determine compliance with the emissions limits in Tables 3 (EU 8.48 through EU 8.53) to the subpart. In lieu of the equations in Table 1 (II.A.2(v)), Boeing may elect to use site-specific organic HAP emissions factors to demonstrate compliance provided the Boeing site specific organic HAP emissions factors are incorporated in the facility's air emissions permit and are based on actual facility HAP emissions test data. Boeing may also use the organic HAP emissions factors calculated using the equations in Table 1 (II.A.2(v)) of the subpart along with usage data to calculate organic HAP emissions.	II.A.2(c) Documentation on File	
EU 8.35	40 CFR 63.5797 (4/21/03)	Boeing shall use information provided by the material manufacturer, such as manufacturer's formulation data and MSDSs, to determine the organic HAP content of resins and gel coats, using the procedures specified in paragraphs (a) (EU 8.36) through (c) (EU 8.39) of 40 CFR 63.5797, as applicable.	II.A.2(c) Documentation on File	
EU 8.36	40 CFR 63.5797(a) (4/21/03)	The organic HAP total shall include each organic HAP that is present at 0.1 percent by mass or more for OSHA-defined carcinogens, as defined in 29 CFR 1910.1200(d)(4), and at 1.0 percent by mass or more for other organic HAP compounds.	NMR	
EU 8.37	40 CFR 63.5797(b) (4/21/03)	If the organic HAP content is provided as a range, use the upper limit of the range for determining compliance. If a separate measurement of the total organic HAP content (e.g., analysis of the material by EPA Method 311) exceeds the upper limit of the range of the total organic HAP content provided, then use the measured organic HAP content to determine compliance.	NMR	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.38	40 CFR 63.5797(c) (4/21/03)	If the organic HAP content is provided as a single value, use that value to determine compliance. If a separate measurement of the total organic HAP content is less than 2 % higher than the value for total organic HAP content provided, then use the provided value to demonstrate compliance. If the measured HAP content exceeds the provided value by 2 % or more, then use the measured organic HAP content to determine compliance.	NMR	
EU 8.39	40 CFR 63.5798 (4/21/03)	For coating applications not represented in Table 1 (II.A.2(v)) of 40 CFR 63 Subpart WWWW, establish an organic HAP emissions factor as follows: • Perform an emissions test using procedures in 40 CFR 63.5850, or • Petition the Administrator for review of this subpart along with emission test data obtained using EPA test methods or equivalent. This emissions factor may then be used to determine compliance with the emission limits in the subpart, and to calculate facility organic HAP emissions.	NMR	
(e) Requirements No. 8.40 through 8.41 are Reinforced Plastic Composites NESHAP Emission Standards				
EU 8.40	40 CFR 63.5805(b) (8/25/05)	Boeing must meet the applicable organic HAP emissions limits in Table 3 (EU 8.48 through EU 8.53) to this subpart and the work practice standards in Table 4 (EU 8.42 through EU 8.47) to this subpart that apply.	II.A.2(c) Documentation on File II.A.1(d) Work Practice Inspection	
EU 8.41	40 CFR 63.5805(g) (8/25/05)	If Boeing conducts repair operations subject to this subpart as defined in 40 CFR 63.5785, these repair operations must meet the requirements in Tables 3 (EU 8.48 through EU 8.53) and 4 (EU 8.42 through EU 8.47) to this subpart.	II.A.2(c) Documentation on File II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
(f) Requirements No. 8.42 through 8.47 are Reinforced Plastic Composites NESHAP Work Practices (Table 4 of 40 CFR 63 Subpart WWWW)				
EU 8.42	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	For closed molding operation using compression/injection molding: Uncover, unwrap, or expose only one charge per mold cycle per compression/injection molding machine. For machines with multiple molds, one charge means sufficient material to fill all molds for one cycle. For machines fed by hoppers, sufficient material may be uncovered to fill the hopper. Hoppers must be closed when not adding materials. Materials may be uncovered to feed to slitting machines. Materials must be recovered after slitting.	II.A.1(d) Work Practice Inspection	
EU 8.43	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	For cleaning operation: Boeing must not use cleaning solvents that contain HAP, except that styrene may be used as a cleaner in closed systems, and organic HAP containing cleaners may be used to clean cured resin from application equipment. Application equipment includes any equipment that directly contacts resin.	II.A.1(d) Work Practice Inspection	
EU 8.44	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	Storage for HAP-containing materials: Boeing must keep containers that store HAP-containing materials closed or covered except during the addition or removal of materials. Bulk HAP-containing materials storage tanks may be vented as necessary for safety.	II.A.1(d) Work Practice Inspection	
EU 8.45	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	For mixing (as defined in Subpart WWWW) or BMC manufacturing operations, Boeing shall use mixer covers with no visible gaps present in the mixer covers, except that gaps of up to 1 inch are permissible around mixer shafts and any required instrumentation.	II.A.1(d) Work Practice Inspection	
EU 8.46	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	For mixing (as defined in Subpart WWWW) or BMC manufacturing operations, Boeing shall close any mixer vents when actual mixing is occurring, except that venting is allowed during addition of materials, or as necessary prior to adding materials or opening the cover for safety.	II.A.1(d) Work Practice Inspection	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.47	40 CFR 63 Subpart WWWW Table 4 (8/25/05)	For mixing (as defined in Subpart WWWW) or BMC manufacturing operations, Boeing shall keep mixer covers closed while actual mixing is occurring except when adding materials or changing covers to the mixing vessels.	II.A.1(d) Work Practice Inspection	
(g) Requirements No. 8.48 through 8.53 are Reinforced Plastic Composites NESHAP Emission Limits (Table 3 of 40 CFR 63 Subpart WWWW)				
EU 8.48	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – corrosion-resistant and/or high strength (CR/HS) • Mechanical resin application HAP organic emission limit (lb/ton): 113 • Filament application HAP organic emission limit (lb/ton): 171 • Manual resin application HAP organic emission limit (lb/ton): 123	II.A.2(c) Documentation on File	
EU 8.49	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – non CR/HS • Mechanical resin application HAP organic emission limit (lb/ton): 88 • Filament application HAP organic emission limit (lb/ton): 188 • Manual resin application HAP organic emission limit (lb/ton): 87	II.A.2(c) Documentation on File	
EU 8.50	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – tooling • Mechanical resin application HAP organic emission limit (lb/ton): 254 • Manual resin application HAP organic emission limit (lb/ton): 157	II.A.2(c) Documentation on File	
EU 8.51	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – low-flame spread/low-smoke controlled resins • Mechanical resin application HAP organic emission limit (lb/ton): 497 • Filament application HAP organic emission limit (lb/ton): 270 • Manual resin application HAP organic emission limit (lb/ton): 238	II.A.2(c) Documentation on File	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.52	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – shrinkage controlled resins • Mechanical resin application HAP organic emission limit (lb/ton): 354 • Filament application HAP organic emission limit (lb/ton): 215 • Manual resin application HAP organic emission limit (lb/ton): 180	II.A.2(c) Documentation on File	
EU 8.53	40 CFR 63 Subpart WWWW Table 3 (8/25/05)	Open molding – gel coat • Tooling gel coating HAP organic emission limit (lb/ton): 437 • White/off white pigmented gel coating HAP organic emission limit (lb/ton): 267 • All other pigmented gel coating HAP organic emission limit (lb/ton): 377 • CR/HS or high performance gel coat highest organic emission limit (lb/ton): 605 • Fire retardant gel coat highest organic emission limit (lb/ton): 854 • Clear production gel coat highest organic emission limit (lb/ton): 522	II.A.2(c) Documentation on File	
(h) Requirements No. 8.54 through 8.58 are Four Compliance Options for Open Molding Operations (Boeing shall use one of the options listed below)				

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.54	40 CFR 63.5810 (4/21/03)	Boeing must use one of the methods in 40 CFR 63.5810(a) through (d) to meet the standards for open molding in Table 3 to this subpart. Boeing may use any control method that reduces organic HAP emissions, including reducing resin and gel coat organic HAP content, changing to nonatomized mechanical application, using covered curing techniques, and routing part or all of Boeing's emissions to an add-on control. Boeing may use different compliance options for the different operations listed in Table 3 to this subpart. Calculations must be completed within 30 days after the end of each month. Boeing may switch between the compliance options in paragraphs (a) through (d) of 40 CFR 63.5810. When Boeing changes to an option based on a 12-month rolling average, Boeing must base the average on the previous 12 months of data calculated using the compliance option Boeing is changing to, unless Boeing was previously using an option that did not require Boeing to maintain records of resin and gel coat use. In this case, Boeing must immediately begin collecting resin and gel coat use data and demonstrate compliance 12 months after changing options.	II.A.2(c) Documentation on File	
EU 8.55	40 CFR 63.5810(a) (8/25/05)	Option 1: Boeing must demonstrate that an individual resin or gel coat, as applied, meets the applicable emission limit in Table 3 to Subpart WWWW.	II.A.2(c) Documentation on File II.A.2(w) Reinforced Plastic Composites NESHAP Individual Organic HAP Emission Factors	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
EU 8.56	40 CFR 63.5810(b) (8/25/05)	Option 2: Boeing must demonstrate that, for those applications that exist at the facility, on average, the facility meets the individual organic HAP emissions limits for each combination of operation type and resin application method or gel coat type, as shown in Table 3 to Subpart WWWW.	II.A.2(c) Documentation on File II.A.2(x) Reinforced Plastic Composites NESHAP Emissions Factor Averaging Option	
EU 8.57	40 CFR 63.5810(c) (8/25/05)	Option 3: Boeing must demonstrate each month that the facility is in compliance with the applicable weighted average organic HAP emission limits in Table 3 to Subpart WWWW.	II.A.2(c) Documentation on File II.A.2(y) Reinforced Plastic Composites NESHAP Weighted Average Emission Factor Option	
EU 8.58	40 CFR 63.5810(d) (8/25/05)	Option 4: Meet the organic HAP emissions limit for one application method and use the same resin(s) for all application methods of that resin type. This option is limited to resins of the same type. The resin types for which this option may be used are non corrosion-resistant, corrosion-resistant and/or high strength, and tooling	II.A.2(c) Documentation on File II.A.2(z) Reinforced Plastic Composites NESHAP Use of Same Resin Across Different Operations Option	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
(i) Requirement No. 8.59 is the Composites NESHAP General Requirements for Compliance				
EU 8.59	40 CFR 63.5835(a) (4/21/03)	Boeing must be in compliance at all times with the work practice standards in Table 4 of 40 CFR 63 Subpart WWWW (EU 8.42 through EU 8.47), as well as the organic HAP emissions limits in Tables 3 of 40 CFR 63 Subpart WWWW (EU 8.48 through EU 8.53) or the organic HAP content limits in Table 7 of 40 CFR 63 Subpart WWWW (II.A.2(z)), as applicable.	II.A.2(c) Documentation on File II.A.1(d) Work Practice Inspection II.A.2(z) Reinforced Plastic Composites NESHAP Use of Same Resin Across Different Operations Option	
(j) Requirements No. 8.60 and 8.61 are the Composites NESHAP Initial Compliance Requirements				
EU 8.60	40 CFR 63.5840 (4/21/03)	Boeing must conduct performance tests, performance evaluations, design evaluations, capture efficiency testing, and other initial compliance demonstrations by April 21, 2006, except open molding operations that elect to meet an organic HAP emissions limit on a 12-month rolling average must initiate collection of the required data on April 21, 2006, and demonstrate compliance April 21, 2007.	NMR	
EU 8.61	40 CFR 63.5860(a) (4/21/03)	Boeing shall demonstrate initial compliance with each applicable organic HAP emissions standard in 63.5805(a) through (h) (EU 8.40 and EU 8.41) using the procedures shown in 40 CFR 63 Subpart WWWW Tables 8 and 9 (II.A.2(aa)).	II.A.2(aa) Reinforced Plastic Composites NESHAP Initial Compliance	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Sect. VIII)
(k) Requirements No. 8.62 through 8.65 are the Composites NESHAP Continuous Compliance Requirements				
EU 8.62	40 CFR 63.5900(a) (8/25/05)	Boeing must demonstrate continuous compliance with each applicable standard in 40 CFR 63.5805 according to the methods specified in 40 CFR 63.5900(a)(1) through 40 CFR 63.5900(a)(3) (EU 8.63 through EU 8.64).	NMR	
EU 8.63	40 CFR 63.5900(a)(2) (8/25/05)	Compliance with organic HAP emissions limits is demonstrated by maintaining an emissions factor value less than or equal to the appropriate organic HAP emissions limit listed in 40 CFR 63 Subpart WWWW Table 3 (EU 8.48 through EU 8.53) on a 12-month rolling average, and/or by including in each compliance report a statement that individual resins and gel coats, applied, meet the organic HAP emissions limits, as discussed in 40 CFR 63.5895(d) (V.O.2(c)).	II.A.2(c) Documentation on File V.Q.7 Reinforced Plastic Composites NESHAP Reporting/Notification	
EU 8.64	40 CFR 63.5900(a)(3) (8/25/05)	Compliance with organic HAP content limits in 40 CFR 63 Subpart WWWW Table 7 (II.A.2(z)) is demonstrated by maintaining an average organic HAP content value less than or equal to that listed in Table 7 (II.A.2(z)), on a 12-month rolling average, and/or by including in each compliance report a statement that individual resins and gel coats, as applied, individually meet the organic HAP content limits, as per 40 CFR 63.5895(d) (V.O.2(c)).	V.Q.7 Reinforced Plastic Composites NESHAP II.A.2(z) Reinforced Plastic Composites NESHAP Use of Same Resin Across Different Operations	
EU 8.65	40 CFR 63.5900(a)(4) (8/25/05)	Compliance with the work practice standards in 40 CFR 63 Subpart WWWW Table 4 (EU 8.42 through EU 8.47),) is demonstrated by performing the work practice required for the operation	II.A.1(d) Work Practice Inspection	

9. Abrasive Blasting Operations

DESCRIPTION: *This section includes all activities and equipment associated with abrasive blasting operations on production parts, tooling, or equipment which exhaust to the outside and have specific applicable requirements other than the general requirements in Section I.A.*

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	*Col./Dr.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
40-10	*A-25*	*153470*	*5402*	*5/1/94*	*Abrasive blast booth*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 9.1	Puget Sound Clean Air Agency Reg I, 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I, 9.03 into the SIP* Puget Sound Clean Air Agency Reg. I, 9.03 (*3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/99 version of Reg I, 9.03* WAC 173-400-040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* WAC 173-400-040(1) (*2/10/05)(State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 9/20/1993 version of WAC 173-400-040(1)*	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.1 above	Ecology Method 9A (See Section VIII)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 9.2	Puget Sound Clean Air Agency Reg I, 9.09 (4/9/98) WAC 173-400-060 (3/22/91) *This requirement shall be superseded by the 2/10/05 version of WAC 173-400-060 upon its adoption into the SIP* WAC 173-400-060 *(2/10/05) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/22/91 version of WAC 173-400-060*	Shall not emit in excess of 0.05gr/dscf from equipment used in a manufacturing process and general process units, uncorrected for excess air	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.1(c) Facility Inspections II.A.1(b) Complaint Response These monitoring methods supersede the monitoring method for this requirement listed in I.A.2	Puget Sound Clean Air Agency Method 5 (See Section VIII)
EU 9.3	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11	
EU 9.4	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88)	Maintain equipment in good working order that has received an NOC Order of Approval.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.1(c) Facility Inspections	

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)	Reference Test Method (See Section VIII)
EU 9.5	RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an Order of Approval.	II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths II.A.1(c) Facility Inspections	
EU 9.6	WAC 173-460-060(6)(a) *(8/21/98) (State Only)*	Abrasive blasting shall be performed inside a booth or hangar designed to capture the blast grit or overspray.	II.A.1(c) Facility Inspections	
EU 9.7	WAC 173-460-060(6)(b) *(8/21/98) (State Only)*	Outdoor blasting of structures or items too large to be reasonably handled indoors shall employ control measures such as curtailment during windy periods and enclosure of the area being blasted with tarps.	II.A.1(d) Work Practice Inspection	
EU 9.8	WAC 173-460-060(6)(c) *(8/21/98) (State Only)*	Outdoor blasting shall be performed with either steel shot or an abrasive containing less than one percent by mass which would pass through a No. 200 sieve.	II.A.1(d) Work Practice Inspection	
EU 9.9	WAC 173-460-060(6)(d) *(8/21/98) (State Only)*	All abrasive blasting with sand shall be performed inside a blasting booth or cabinet.	II.A.1(c) Facility Inspections	

10. Motor Vehicle Fueling Operations

DESCRIPTION: *This section consists of all activities and equipment associated with motor vehicle fueling operations, including fuel receiving, fuel storage, fuel dispensing, and material and waste handling that have specific applicable requirements other than the general requirements in Section I.A.*

The gasoline station at the facility consists of a gasoline pump, a diesel pump, and two 15,000 gallon underground storage tanks for gasoline and diesel. Gasoline throughput at the station is currently less than 200,000 gallons annually. However, throughput could exceed 200,000 gal/yr in the future. Therefore, regulatory requirements for both scenarios have been included.

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	*Location.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
40-10	*East side*	*402005/B376*	*8330*	*12/00*	*Gasoline station*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 10.1	Puget Sound Clean Air Agency Reg II: 2.07(a) (12/9/99) *This requirement will be superseded upon adoption of the 9/27/07 version of Reg. II: 2.07 into the SIP*	Puget Sound Clean Air Agency Reg. II: 2.07 applies to facilities that load gasoline into fuel tanks of motor vehicles directly from stationary storage tanks. Stage 1 vapor recovery systems are required for gasoline storage tanks with a capacity greater than 1000 gallons that were installed after January 1, 1979. Stage 2 vapor recovery systems are required for gasoline storage tanks with a capacity greater than 1000 gallons that were installed after August 2, 1991.	NMR
EU 10.2	Puget Sound Clean Air Agency Reg II: 2.07(a) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Puget Sound Clean Air Agency Reg. II: 2.07 applies to any facility that dispenses gasoline from a stationary storage tank with a rated capacity of more than 1000 gallons into a motor vehicle fuel tank. The provisions of this rule do not apply to any Stage 1 or Stage 2 vapor recovery system that is not required by this rule. This rule does not require the installation of any In StationDiagnostic system.	NMR
EU 10.3	Puget Sound Clean Air Agency Reg II: 2.07(b) (12/09/99) *This requirement will be superseded upon adoption of the 9/27/07 version of Reg. II: 2.07 into the SIP*	Boeing shall not cause or allow the transfer of gasoline from a transport tank into a stationary storage tank unless • The tank is equipped with a submerged fill pipe and a Stage 1 system that is CARB certified. • The Stage 1 system is visually inspected after each product delivery.	II.A.2(d)(x) Gasoline Station Stage 1 Inspection Requirements Reg. II, 2.07 (12/9/99)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 10.4	Puget Sound Clean Air Agency Reg II: 2.07(c) (12/9/99) *This requirement will be superseded upon adoption of the 9/27/07 version of Reg. II 2.07 into the SIP.*	Boeing shall not allow the transfer of gasoline from any storage tank into any motor vehicle fuel tank (except motorcycles) unless: • The dispenser system is CARB Stage 2 certified, • Operating instructions for Stage 2 equipment to include warning against topping off, and Dept of Ecology's toll-free telephone number for complaints about the system, are posted, and • Stage 2 vapor recovery equipment shall be visually inspected for equipment defects once per week.	II.A.2(d)(xii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (12/9/99) II.A.2(c) Documentation on File
EU 10.5	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11
EU 10.6	Puget Sound Clean Air Agency Reg II: 2.07(c)(1)(A) & (B) *(9/27/07)* *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must install a CARB-certified Stage 1 vapor recovery system on any gasoline storage tank with a rated capacity of more than 1000 gallons. The CARB-certified Stage 1 vapor recovery system must be installed in accordance with the CARB executive order in effect on the date of installation. Defects listed in Section 2.07(c)(3), Table 1(a) are evidence that the installed equipment is not operated or maintained in accordance with this requirement.	II.A.2(c) Documentation on File
EU 10.7	Puget Sound Clean Air Agency Reg II: 2.07(c)(2)(A) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	All stage 1 vapor recovery systems shall be installed, operated, and maintained in accordance with the CARB executive order in effect on the date of installation.	II.A.2(c) Documentation on File II.A.2(d)(xi) Gasoline Station Stage 1 Inspection Requirements Reg. II Section 2.07, (9/27/07)

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 10.8	Puget Sound Clean Air Agency Reg II: 2.07(c)(3) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must inspect each dual-point stage 1 vapor recovery system between gasoline deliveries.	II.A.2(d)(xi) Gasoline Station Stage 1 Inspection Requirements Reg. II Section 2.07, (9/27/07)
EU 10.9	Puget Sound Clean Air Agency Reg II: 2.07(d)(1) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	A CARB certified Stage 2 vapor recovery system is not required if the facility's current annual gasoline is equal to or less than 200,000 gallons.	II.A.2(cc) Motor vehicle fueling station gasoline throughput
EU 10.10	Puget Sound Clean Air Agency Reg I: 9.20 (a) (6/9/88) RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an NOC Order of Approval.	II.A.1(c) Facility Inspections II.A.2(d)(x) Gasoline Station Stage 1 Inspection Requirements Reg. II, 2.07 (12/9/99) II.A.2(d)(xii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (12/9/99) II.A.2(d)(xi) Gasoline Station Stage 1 Inspection Requirements Reg. II Section 2.07, (9/27/07)
If the gasoline throughput exceeds 200,000 gallons annually, Boeing must comply with the following additional provisions.			

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 10.11	Puget Sound Clean Air Agency Reg II: 2.07(d)(1) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	A CARB certified Stage 2 vapor recovery system is required if the facility's current annual gasoline throughput exceeds 200,000 gallons. Any person installing a CARB-certified stage 2 vapor recovery system must install the system in accordance with the CARB executive order in effect on the date of installation.	II.A.2(cc) Motor vehicle fueling station gasoline throughput
EU 10.12	Puget Sound Clean Air Agency Reg II: 2.07(d)(2)(B) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	All stage 2 vapor recovery systems installed prior to April 1, 2003 shall be installed, operated, and maintained in accordance with the CARB executive order in effect as of April 1, 2003, even if CARB later decertifies the system. In such a case, the installation of equipment determined by the manufacturer to be interchangeable with the original approved equipment is permitted. Defects listed in Table 2A of Regulation II Section 2.07(d)(3) are evidence that the installed equipment is not operated or maintained in accordance with this requirement.	II.A.2(c) Documentation on File II.A.2(d)(xiii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (9/27/07)
EU 10.13	Puget Sound Clean Air Agency Reg II: 2.07(d)(3) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must inspect stage 2 vapor recovery systems every day the facility is open for business for the defects listed in Table (2)(a) of Reg. II, 2.07(d)(3), using the inspection procedures listed in the table.	II.A.2(d)(xiii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (9/27/07)
EU 10.14	Puget Sound Clean Air Agency Reg II: 2.07(c)(2)(B) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	All dual-point Stage 1 vapor recovery systems located at facilities required to be equipped with Stage 2 vapor recovery systems must be equipped with swivel adapters.	II.A.2(c) Documentation on File II.A.1(c) Facility Inspections

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 10.15	Puget Sound Clean Air Agency Reg II: 2.07(e) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must provide training for all employees who are responsible for performing self-inspections of the stage 1 and stage 2 vapor recovery equipment within 30 days of hire and provide on-site refresher training for those employees at least once every calendar year.	II.A.2(d)(xiv) Gasoline Station Self-Inspection Training Reg. II Section 2.07, (9/27/07)
EU 10.16	Puget Sound Clean Air Agency Reg II: 2.07(f)(1)(A) & (1)(B) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must perform compliance tests of the Stage 2 vapor balance vapor recovery system at least once every 24 months. Each time a test is conducted, the test shall also include a review of the on-site records required by this rule.	II.A.2(d)(xv) Gasoline Station Stage 2 Testing Requirements Reg. II, 2.07, (9/27/07)
EU 10.17	Puget Sound Clean Air Agency Reg II: 2.07(f)(2)(A) (9/27/07) *This requirement will become federally enforceable upon adoption into the SIP and will replace the 12/9/99 version of Reg. II: 2.07.*	Boeing must conduct the tests in accordance with the CARB test procedure contained in Table 3 of Section 2.07(f). Once each calendar year and before conducting any tests under this rule, a person performing CARB compliance tests must submit a written summary of their training and qualifications to perform the test to the Puget Sound Clean Air Agency.	II.A.2(d)(xv) Gasoline Station Stage 2 Testing Requirements Reg. II, 2.07, (9/27/07)

11. Storage Tanks

DESCRIPTION: *This section consists of the storage tanks listed below that have been permitted under a Notice of Construction and/or are subject to 40 CFR Part 60 Subpart Kb and have specific applicable requirements other than the general requirements in Section I.A. The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.*

Bldg.	*Location*	*MSS/ID #*	*Order of Approval #*	*Installed Date*	*Source Description*
40-10		*EV-49-1*	*None*	*1992*	*15,000 gallons diesel storage tank*
45-01	*Door E-5A*	*EV-69-1*	*None*	*1987*	*15,000 gallon solvent storage tank*
45-03	*Door S-10*	*EV-24-1*	*None*	*1993*	*15,000 gallon solvent storage tank*
45-07	*East side*	*EV-148-1*	*None*	*1993*	*225,000 gallon backup distillate fuel storage tank for boilers*
Stall F-1		*EV-74-1*	*None*	*1989*	*15,000 gallon oil/water separator holding tank*
45-18		*EV-90-1*	*2141*	*1980*	*1,000,000 gallon Jet A tank*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
(a) Requirement Nos. EU 11.1 and 11.2 are the Standards of Performance for Volatile Organic Liquid Storage Vessels. These requirements only apply to EV-49-1, EV-69-1, EV-24-1, EV-148-1, and EV-74-1.			
EU 11.1	40 CFR 60.116b(a) (10/15/03)	Records required under 40 CFR 60.116b(b) shall be kept for the life of the source.	II.A.2(c) Documentation on File
EU 11.2	40 CFR 60.116b(b) (10/15/03)	Boeing shall keep readily accessible records showing the dimensions of the storage vessel and analysis showing the capacity of the storage vessel.	II.A.2(c) Documentation on File
(b) Requirements Nos. EU 11.3 through EU 11.5 are the Puget Sound Clean Air Agency and RCW requirements.			
EU 11.3	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11
EU 11.4	Puget Sound Clean Air Agency Reg I: 9.20 (6/9/88)	Maintain equipment in good working order.	II.A.2(d)(iii) Above Ground Storage Tanks for Fuels *(Note: This method applies only for above-ground storage tanks)* *II.A.1(c)*Facility Inspections This monitoring method supersedes the monitoring method for this requirement listed in I.A.10

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 11.5	RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an Order of Approval.	II.A.2(d)(iii) Above Ground Storage Tanks for Fuels *(Note: This method applies only for above-ground storage tanks)* II.A.1(c) Facility Inspections

12. Graphic Arts Operations

DESCRIPTION: *This section consists of all activities and equipment associated with graphic arts operations that have specific applicable requirements other than the general requirements in Section I.A. Rotogravure and flexographic printing are not performed.*

The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.

Bldg.	***Location***	***MSS/ID#***	***Order of Approval #***	***Install Date***	***Source Description***
40-56	*B-1.5*	*088960*	*3166*		*Silkscreen printline #4*
40-56	*C-1*	*102691*	*3387*		*Silkscreen printline #5*
40-56	*C-2*	*102692*	*3812*		*Silkscreen printline #2*
40-56	*D-1.5*	*126296*	*3869*		*Silkscreen washer*
40-56	*D-1*	*134727*	*4088*	*4/15/92*	*Squeegee wash booth*
40-56	*D-2*		*4231*		*Supplemental Exhaust*
40-56	*D.5-1.5*	*164692*	*5178*	*12/20/93*	*Silkscreen wash booths (3)*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 12.1	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11
EU 12.2	RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an Order of Approval.	II.A.1(c) Facility Inspections
EU 12.3	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88)	Maintain equipment in good working order that has received an Order of Approval.	II.A.1(c)Facility Inspections

13. Laser Operations

RESERVED

14. Drying and Curing Operations

DESCRIPTION: *This section includes all activities and equipment associated with drying and curing operations that have specific applicable requirements other than the general requirements in Section I.A. The table below does not necessarily include all units that may be subject to the requirements of this section; units that have not received an Order of Approval or were not previously registered with the Puget Sound Clean Air Agency are not included in the table.*

Bldg.	*Col./Dr.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
40-56	*A.5-3*	*057809*	*3046*		*Curing Oven*
40-30	*G-2*	*114017*	*4170*		*IR Oven*
40-56	*D-9*	*135467*	*4172*		*IR Oven*
40-56	*D-9*	*386392*	*4173*		*IR Oven*
40-56	*H.5-3*	*146752*	*4269*		*Curing Oven*
40-56	*B-5*	*146763*	*4270*		*Curing Oven*
40-56	*CC-1.5*	*034817*	*4651*		*Curing Oven*
40-56	*A-4.3*	*126301*	*4207*		*IR Oven*
40-56	*B.5-5*	*106921*	*4208*		*IR Oven*
40-56	*C-4.5*	*026577*	*4209*		*IR Oven*
40-31	*A-15.5*	*717018*	*3042*		*Curing Oven*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
Requirements 14.1 through 14.3 are the Puget Sound Clean Air Agency and RCW requirements.			
EU 14.1	Puget Sound Clean Air Agency Reg I: 7.09(b) [12] (9/10/98)	Develop and implement an Operation and Maintenance Plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11
EU 14.2	Puget Sound Clean Air Agency Reg I: 9.20(a) (6/9/88)	Maintain equipment in good working order that has an order of approval. No record keeping is required regarding the operations and maintenance of fume hoods or ovens unless a special condition or other regulatory requirement has been is imposed upon the unit by the Agency.[12]	II.B Operation and Maintenance (O&M) Plan Requirements. II.A.1(c) Facility Inspections

[12] *February 26, 1993 letter from A. Lee, Puget Sound Clean Air Agency, to J. Johnston, Boeing.*

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 14.3	RCW 70.94.152(7) *1996 (State Only)*	Maintain equipment in good working order that has received an Order of Approval. No record keeping is required regarding the operations and maintenance of fume hoods or ovens unless a special condition or other regulatory requirement has been is imposed upon the unit by the Agency. [12]	II.A.1(c) Facility Inspections

15. Wood Furniture

DESCRIPTION: *This section consists of wood furniture manufacturing activities that have specific applicable requirements other than the general requirements in Section I.A, including activities subject to the requirements of the Wood Furniture NESHAP, 40 CFR Part 63 Subpart JJ.*

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 15.1	40 CFR 63.800(a) (6/3/97)	Boeing shall maintain purchase or usage records demonstrating that it meets the definition for an incidental wood furniture manufacturer in 40 CFR 63.801, (uses no more than 100 gallons per month of finishing material or adhesives in the manufacture of wood furniture or wood furniture components).	II.A.2(u) Wood Furniture Manufacture
EU 15.2	Puget Sound Clean Air Agency Reg III: 2.02 *(9/26/02) (State Only)* WAC 173-400-075 *(9/15/01) (State Only)*	Adopts 40 CFR 63 by reference and those requirements are listed elsewhere in this permit.	NMR

16. Site Remediation

DESCRIPTION: *This section consists of site remediation activities, which include processes used to remove, destroy, degrade, transform, immobilize, or otherwise manage remediation material.*

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 16.1	40 CFR 63.7881(c) (11/29/06)	Site remediation activities at Boeing Everett are not subject to the requirements of 40 CFR 63 Subpart GGGGG (except for the recordkeeping requirements), provided that the total quantity of the HAP that is contained in the remediation material excavated, extracted, pumped, or otherwise removed during all of the site remediations at Boeing Everett is less than 1 megagram (2200 pounds) annually. There is no restriction to the number of site remediations that can be conducted during this period.	II.A.2(dd) Site Remediation
EU 16.2	Puget Sound Clean Air Agency Reg III: 2.02 *(9/26/02) (State Only)* WAC 173-400-075 *(9/15/01) (State Only)*	Adopts 40 CFR 63 by reference and those requirements are listed elsewhere in this permit.	NMR

17. Stationary Internal Combustion Engines Subject to NSPS and/or NESHAP

DESCRIPTION: *This section includes all stationary reciprocation internal combustion engines that are affected sources for the NSPS requirements in 40 CFR Part 60 Subpart IIII for Stationary Compression Ignition Internal Combustion Engines, and/or to the NESHAP requirements in 40 CFR Part 63 Subpart ZZZZ for Stationary Reciprocating Internal Combustion Engines.*

The table below is for information only and does not necessarily include all units that may be subject to the requirements of this section.

Bldg.	*Col./Dr.*	*MSS/ID#*	*Order of Approval #*	*Install Date*	*Source Description*
Flightline	*Stall 207*			*2008*	*Cummins Model DGHE diesel fired emergency stationary generator rated at 50 kW (~70 hp), 2007 model year.*

Data in italics are for information only and are not enforceable conditions of this permit.

COMPLIANCE REQUIREMENTS:

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
a) Requirements No. EU 17.1 and EU 17.2 are Puget Sound Clean Air Agency requirements.			
EU 17.1	Puget Sound Clean Air Agency Reg I: 9.03 (3/11/99) *This requirement will be superseded upon adoption of the 3/25/04 version of Reg I: 9.03 into the SIP* *Puget Sound Clean Air Agency Reg. I: 9.03 (3/25/04) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 3/11/94 version of Reg I: 9.03* WAC 173-400-040(1) (9/20/1993) *This requirement will be superseded upon adoption of the 2/10/05 version of WAC 173-400-040(1) into the SIP* *WAC 173-400-040(1) (2/10/05) (State Only). This requirement will become federally enforceable upon adoption into the SIP and will replace the 8/20/1993 version of WAC 173-400-040(1)*	Shall not emit air contaminants in excess of 20% opacity for more than 3 minutes per hour	II.A.1(a) Opacity Monitoring II.A.1(b) Complaint Response II.A.1(c) Facility Inspections These monitoring methods supersede the monitoring method for this requirement listed in I.A.1.

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.2	Puget Sound Clean Air Agency Reg I: 7.09(b) (9/10/98)	Boeing shall develop and implement an O&M plan to assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II, and III.	II.B Operation and Maintenance (O&M) Plan Requirements. This monitoring method supersedes the monitoring method for this requirement listed in I.A.11
b) Requirements Nos. EU 17.3 through EU 17.16 are the General Provisions for the Standards of Performance for New Stationary Sources (40 CFR 60 Subpart A).			
EU 17.3	40 CFR 60.1(a) (10/8/97)	40 CFR Part 60 applies to any stationary source which contains an affected facility, the construction or modification of which is commenced after the date of publication in Part 60 of any standard applicable to the facility.	NMR
EU 17.4	40 CFR 60.4 (4/25/75)	All requests, reports, applications, submittals, and other communications to Puget Sound Clean Air Agency pursuant to 40 CFR Part 60 shall be submitted in duplicate to Region 10, Director, Air and Waste Management Division, U.S. Environmental Protection Agency, 1200 Sixth Avenue, Seattle, WA 98101, upon request of EPA.	NMR
EU 17.5	40 CFR 60.12 (3/8/74)	Boeing shall not build, erect, install, or use any article, machine, equipment or process, the use of which conceals an emission which would otherwise constitute a violation of an applicable (40 CFR Part 60) standard. Such concealment includes, but is not limited to, the use of gaseous diluents to achieve compliance with an opacity standard or with a standard, which is based on the concentration of a pollutant in the gases discharged to the atmosphere.	NMR
EU 17.6	40 CFR 60.14(a) (10/17/00)	Any physical or operational change to an existing facility which results in an increase in the emission rate to the atmosphere of any pollutant to which a standard applies shall be considered a modification within the meaning of Section 111 of the Act. Upon modification, an existing facility shall become an affected facility.	NMR

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.7	40 CFR 60.14(c) (10/17/00)	Addition of an affected facility to a stationary source shall not by itself bring within the applicability of 40 CFR Part 60 any other facility within the source.	NMR
EU 17.8	40 CFR 60.14(e) (10/17/00)	Examples listed in 40 CFR 60.14(e) shall not be considered modifications under 40 CFR Part 60.	NMR
EU 17.9	40 CFR 60.14(f) (10/17/00)	Special provisions in an applicable subpart shall supersede this section.	NMR
EU 17.10	40 CFR 60.14(g) (10/17/00)	Within 180 days of a change subject to 40 CFR 60.14(a), compliance with all applicable standards must be achieved.	NMR
EU 17.11	40 CFR 60.15(a) (12/16/75)	An existing facility upon reconstruction becomes an affected facility.	NMR
EU 17.12	40 CFR 60.15(b) (12/16/75)	Reconstruction means the replacement of components of an existing facility that the fixed capital cost exceeds 50% of the cost required to construct a comparable new facility and it is technologically and economically feasible to meet the applicable standards.	NMR
EU 17.13	40 CFR 60.15(c) (12/16/75)	Fixed capital cost means the capital needed to provide all the depreciable components.	NMR
EU 17.14	40 CFR 60.15(d) (12/16/75)	If the fixed capital cost exceeds 50%, the facility must notify the Administrator of the proposed replacement 60 days before construction is commenced.	NMR
EU 17.15	40 CFR 60.19(b) (2/12/98)	If an explicit postmark deadline is not specified in an applicable requirement for the submittal of a notification, application, report, or other written communication to the Administrator, the owner or operator shall postmark the submittal on or before the number of days specified in the applicable requirement. The use of reliable non-Government mail carriers that provide indications of verifiable delivery of information required to be submitted to Puget Sound Clean Air Agency, similar to the postmark provided by the U.S. Postal Service, or alternative means of delivery, including the use of electronic media, agreed to by the permitting authority, is acceptable.	NMR

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.16	40 CFR 60.19(c)-(d) (2/12/99)	Reporting dates may be changed consistent with 40 CFR 60.19(f) upon mutual agreement between Boeing and Puget Sound Clean Air Agency. This allowance applies beginning 1 year after the affected facility is required to be in compliance with the applicable subpart in this part.	NMR
c) Requirements Nos. EU 17.17 through EU 17.26 are the applicable requirements of the NSPS for Stationary Compression Ignition Internal Combustion Engines (40 CFR 60 Subpart IIII).			
EU 17.17	40 CFR 60.4200(a)(2) and (3) (7/11/06)	The provisions of this subpart are applicable to owners of stationary CI ICE that commence construction after July 11, 2005 where the stationary CI ICE are: • manufactured after April 1, 2006 and are not fire pump engines, or • manufactured as a certified National Fire Protection Association (NFPA) fire pump engine after July 1, 2006, or • modified or reconstructed after July 11, 2005.	NMR
EU 17.18	40 CFR 60.4205(b) (7/11/06)	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 40 CFR 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.	II.A.2(c) Documentation on File
EU 17.19	40 CFR 60.4206 (7/11/06)	Owners and operators of stationary CI ICE must operate and maintain stationary CI ICE that achieve the emission standards as required in 40 CFR 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.	II.A.2(c) Documentation on File II.B Operation and Maintenance (O&M) Plan Requirements.
EU 17.20	40 CFR 60.4207(a) (7/11/06)	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).	II.A.2(c) Documentation on File

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.21	40 CFR 60.4207(b) (7/11/06)	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.	II.A.2(c) Documentation on File
EU 17.22	40 CFR 60.4209(a) (7/11/06)	The owner or operator of an emergency stationary CI internal combustion engine must install a non-resettable hour meter prior to startup of the engine.	NMR
EU 17.23	40 CFR 60.4211(a) (7/11/06)	The owner or operator 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 and must also meet the requirements of 40 CFR parts 89, 94 and/or 1068, as they apply to you.	II.A.2(c) Documentation on File II.B Operation and Maintenance (O&M) Plan Requirements.
EU 17.24	40 CFR 60.4211(c) (7/11/06)	Owners or operators of a 2007 model year and later stationary CI internal combustion engine and must comply with the emission standards specified in 40 CFR 60.4204(b) or 40 CFR 60.4205(b). Owners or operators of a CI fire pump engine that is manufactured during or after the model year that applies to the fire pump engine power rating in table 3 to this subpart and must comply with the emission standards specified in 40 CFR 60.4205(c), must comply by purchasing an engine certified to the emission standards in 40 CFR 60.4204(b), or 40 CFR 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.	II.A.2(c) Documentation on File

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.25	40 CFR 60.4211(e) (7/11/06)	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 40 CFR 60.4205, but not 40 CFR 60.4204, any operation other than emergency operation, and maintenance and testing as permitted in this section, is prohibited.	II.A.2(c) Documentation on File
EU 17.26	40 CFR 60.4214(b) (7/11/06)	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.	NMR
d) Requirements EU 17.27 through EU 17.31 are the applicable requirement of the National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (40 CFR Part 63 Subpart ZZZZ).			
EU 17.27	40 CFR 63.6590(a) (1/18/08)	An affected source is any existing, new, or reconstructed stationary RICE located at a major or area source of HAP emissions, excluding stationary RICE being tested at a stationary RICE test cell/stand.	NMR
EU 17.28	40 CFR 63.6590(a)(2)(i) (1/18/08)	A stationary RICE with a site rating of more than 500 brake HP located at a major source of HAP emissions is new if you commenced construction of the stationary RICE on or after December 19, 2002.	NMR
EU 17.29	40 CFR 63.6590(a)(2)(ii) (1/18/08)	A stationary RICE with a site rating of equal to or less than 500 brake HP located at a major source of HAP emissions is new if you commenced construction of the stationary RICE on or after June 12, 2006.	NMR

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
EU 17.30	40 CFR 63.6590(b)(3) (1/18/08)	A stationary RICE which is an existing spark ignition 4 stroke rich burn (4SRB) stationary RICE located at an area source, an existing spark ignition 4SRB stationary RICE with a site rating of less than or equal to 500 brake HP located at a major source, an existing spark ignition 2 stroke lean burn (2SLB) stationary RICE, an existing spark ignition 4 stroke lean burn (4SLB) stationary RICE, an existing compression ignition (CI) stationary RICE, an existing emergency stationary RICE, an existing limited use stationary RICE, or an existing stationary RICE that combusts landfill gas or digester gas equivalent to 10 percent or more of the gross heat input on an annual basis, does not have to meet the requirements of this subpart and of subpart A of this part. No initial notification is necessary.	II.A.2(c) Documentation on File
EU 17.31	40 CFR 63.6590(c) (1/18/08)	An affected source that is a new or reconstructed stationary RICE located at a major source of HAP emissions and is a spark ignition 2 stroke lean burn (2SLB) stationary RICE with a site rating of less than 500 brake HP, a spark ignition 4 stroke lean burn (4SLB) stationary RICE with a site rating of less than 250 brake HP, or a 4 stroke rich burn (4SRB) stationary RICE with a site rating of less than or equal to 500 brake HP, a stationary RICE with a site rating of less than or equal to 500 brake HP which combusts landfill or digester gas equivalent to 10 percent or more of the gross heat input on an annual basis, an emergency or limited use stationary RICE with a site rating of less than or equal to 500 brake HP, or a compression ignition (CI) stationary RICE with a site rating of less than or equal to 500 brake HP, must meet the requirements of this part by meeting the requirements of 40 CFR part 60 subpart IIII, for compression ignition engines or 40 CFR part 60 subpart JJJJ, for spark ignition engines. No further requirements apply for such engines under this part.	II.A.2(c) Documentation on File

Reqmt. No.	Enforceable Requirement	Requirement Paraphrase (For Information Only)	Monitoring, Maintenance & Recordkeeping Method (See Section II)
e) Requirement No. EU 17.32 is the Puget Sound Clean Air Agency adoption of 40 CFR Part 60.			
EU 17.32	Puget Sound Clean Air Agency Reg. I Section 6.11 (09/26/02) Puget Sound Clean Air Agency Reg. I: 3.25 (9/27/07) (State Only)	Adopts 40 CFR 60 by reference; specific requirements are listed elsewhere in the permit.	NMR
f) Requirement No. EU 17.33 is the Puget Sound Clean Air Agency adoption of 40 CFR Part 61 and 63.			
EU 17.33	Puget Sound Clean Air Agency Reg. III: 2.02 (09/26/02) Puget Sound Clean Air Agency Reg. I: 3.25 (9/27/07) (State Only)	Adopts 40 CFR 63 by reference; specific requirements are listed elsewhere in the permit.	NMR

II. MONITORING, MAINTENANCE AND RECORDKEEPING PROCEDURES

A. Minimum Monitoring and Maintenance Requirements

Boeing must follow the applicable requirements listed below when referenced by an applicable requirement from Section I.A or I.B of this permit. With the exception of tests performed under Sections II.A.2(m) and the Relative Accuracy Test performed under Section II.A.2(r), the tests performed to satisfy the requirements of any monitoring method under Section II of this permit are monitoring tests and are not considered "compliance tests" for purposes of Section V.N.1.(iii)of this permit. [WAC 173-401-615, 10/17/02]

1. Facility-Wide Monitoring

(a) Opacity Monitoring

Boeing shall conduct visible emission inspections of the facility at least once per calendar quarter. Inspections are to be performed while the facility is in operation during daylight hours. If during a quarterly visible emissions inspection visible emissions other than uncombined water are observed from a single unit or activity, Boeing shall as soon as practicable but within 24 hours of the initial observation:

- Take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions (or until the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method); or,
- Determine the opacity using the reference test method, or
- Observe for a minimum of 15 minutes, or until visible emissions have been observed for a total of 45 seconds, whichever is a shorter period. If visible emissions other than uncombined water are observed from a single unit or activity lasting longer than 45 seconds during a 15 minute interval, Boeing may continue to observe visible emissions for an additional 45 minutes or until visible emissions have been observed for a total of 3 minutes in the hour, whichever is a shorter period. If visible emissions

are observed for a total of 3 minutes during the 60 minute observation, or if visible emissions have been observed for a total of 45 seconds during the 15 minute observation, and Boeing did not elect to continue the visible emission inspection as described above, Boeing shall, as soon as practicable but within 24 hours of the initial observation either;

- Take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions (or until the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method); or,

- Alternatively, determine the opacity using the reference test method.

Failure to take action as described above must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

If Boeing observes visible emissions from an emergency generator or generator for fire suppression pumps, Boeing shall check to make sure that the generator is operated and maintained properly and either shut it down within 3 hours or observe visible emissions using WDOE Method 9A within 30 days.

All observations using the opacity reference test method shall be reported according to V.Q.4 Method 9A Reports.

[WAC 173-401-615(1)(b), 10/17/02]

(b) Complaint Response

Boeing shall record and commence an investigation of air pollution complaints as soon as practicable, but no later than three working days after receipt by Boeing. Boeing shall identify complaints regarding these emissions as follows:

i. Any emissions that are, or likely to be, injurious to human health, plant or animal life, or property, or which unreasonably interfere with enjoyment of life and property; or

ii. Any fugitive dust emissions, or

iii. Any track-out onto paved roads open to the public, or

iv. Any emissions of odor-bearing air contaminants, or

v. Complaints regarding other applicable requirements.

Boeing shall investigate the complaint and determine if there was noncompliance with an applicable requirement of this permit. If it is determined that there is such noncompliance, Boeing shall as soon as practicable but no later than within 24 hours of determination of noncompliance, either correct the problem, shut down the noncompliant operation until it is repaired or corrected, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. Failure to investigate the complaint as described above is a deviation of this permit. If noncompliance is determined, failure to either correct the noncompliance, shut down the unit or activity within 24 hours, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

[WAC 173-401-615(1)(b), 10/17/02]

(c) Facility Inspections

Boeing shall conduct a facility inspection at least once per calendar quarter. These inspections shall include checking for prohibited activities under Section III of the permit and activities that require additional approval under Section IV of the permit. The inspections shall also examine the general state of compliance with the facility-wide applicable requirements and the general effectiveness of the Operation & Maintenance (O&M) Plan.

Boeing shall, as soon as practicable but no later than 24 hours after identification, correct any potential compliance problems with respect to applicable requirements for which this section II.A.1(c) is an applicable monitoring method for significant emission units or activities identified by these quarterly inspections, or any other time, shut down the unit or activity until the problem can be corrected, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. If Boeing observes potential compliance problems for which there are no monitoring requirements under an applicable

requirement and corrects that problem within 24 hours, Boeing does not need to report the deviation under Section V.M Compliance certifications or V.Q Reporting and does not need to record such action under Section V.O.1.4 of the permit. Boeing shall also promptly repair defective insignificant emission units.

[WAC 173-401-615(1)(b), 10/17/02]

(d) Work Practice Inspection

Boeing shall conduct facility-wide inspections of work practice activities that are applicable requirements at least once per calendar quarter. Each facility-wide inspection shall include inspection of the Model 777 assembly area described in PSD 91-06, Amendment 2. Work practices shall be randomly sampled during the facility-wide inspection and observed for consistency with permit requirements. Boeing shall, as soon as practicable but within 24 hours of identification, correct any potential compliance problems with respect to applicable requirements for which this section II.A.1(d) is an applicable monitoring method identified by these quarterly inspections, or any other time, shut down the unit or activity to which the work practice applies until the problem can be corrected, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. If Boeing observes potential compliance problems for which there are no monitoring requirements under an applicable regulation, and corrects that problem within 24 hours, Boeing does not need to report the deviation under Section V.M. Compliance certifications or V.Q Reporting and does not need to record such action under Section V.O.1.4 of this permit, except that deviations from the spray gun cleaning requirements under 40 CFR 63.744(c) must be reported in the Aerospace NESHAP semi-annual report in accordance with Section V.Q.3(b). Examples of such requirements that do not have monitoring requirements include, but not limited to, 40 CFR 63.744(a)(1) (EU 3. 33) Place cleaning solvent-laden cloth, paper or any other absorbent applicator used for cleaning in bags or other closed containers upon completing their use, and 40 CFR 63.744(a)(3) (EU 3. 36) Handling and transfer of cleaning solvents conducted in a manner to minimize spills. For the purpose of determining compliance with the work practice requirements of 40 CFR 63.744(a)(1) (EU 3. 33) for solvent rag management, "completing their use" means upon completion of the cleaning operation, before leaving for a break, or the end of a shift, whichever comes first.

[WAC 173-401-615(1)(b), 10/17/02; PSD 91-06 Amendment 2, Condition 13, 6/13/05]

(e) Maintenance and Repair of Insignificant Emission Units

Boeing shall use good industrial practices to maintain insignificant emission units. For such equipment[13], Boeing shall also promptly repair defective equipment or alternative shutdown the unit until the defective equipment can be repaired. Records under V.O1.4 are not required for such equipment except when such equipment is inspected under II.A.1(c) Facility Inspections and a problem requiring prompt repair is discovered during the inspection.

[WAC 173-401-615(1)(b), 10/17/02]

(f) Fugitive Dust, Track-Out, and Odor Bearing Contaminants

Boeing shall conduct inspections of the facility for odor bearing contaminants and emissions of any air contaminant in sufficient quantities and of such characteristics and duration as is, or is likely to be, injurious to human health, plant or animal life, or property, or which unreasonably interfere with enjoyment of life and property at least once per calendar quarter. Boeing shall also conduct inspections to monitor for fugitive dust and track-out from the facility at least once per calendar quarter. If a deviation from the applicable requirements identified in this permit for which this section II.A.1(f) is an applicable monitoring method is observed during a quarterly inspection, or any other time, Boeing shall within 24 hours of identification implement corrective actions to eliminate the deviation promptly, shut down the unit or activity at which the deviation occurs until the deviation can be corrected, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours.

[WAC 173-401-615(1)(b), 10/17/02]

[13] *Puget Sound Clean Air Agency Regulation I, Section 1.07(s) states, "EQUIPMENT means any stationary or portable device or any part thereof that emits or may emit any air contaminant into the atmosphere."*

2. Specific Monitoring

In this section, if any equipment is not in use during the specified monitoring period, then no monitoring is required for that time period and the absence of monitoring is not a permit deviation.

In some cases, the frequency of the monitoring activities discussed in this section is specified by a Notice of Construction Order of Approval, by a PSD permit, or by a regulation as being based on a "calendar" month or week. In these cases, Boeing must perform the activity based on a "calendar" month or week. In other cases, when the term "calendar" has been omitted, "monthly" means that the maintenance or inspection activity shall be performed at least once each calendar month, on any day of that calendar month, or the inspection may be performed at least once each consecutive 28 day period, on any day of that 28 day period. "Weekly" may mean that the maintenance or inspection activity shall be performed at least once each conventional "calendar" week (i.e., Sunday through Saturday), on any day of that week, or the activity may be performed at least once each consecutive 7-day period, on any day of that consecutive 7-day period. [14]

(a) Approval by the Puget Sound Clean Air Agency, via NOC/Order of Approval

Boeing has presented the pertinent information to the Puget Sound Clean Air Agency via a Notice of Construction/Application for Approval (NOC) and the Puget Sound Clean Air Agency has issued an Order of Approval indicating approval of this operation or activity. Boeing shall remain in compliance with the Order of Approval. [WAC 173-401-615(1)(b), 10/17/02]

(b) VOC Content Monitoring and Recordkeeping Procedure

Boeing shall maintain manufacturer's Materials Safety Data Sheets (MSDS), or other manufacturer-supplied data on the VOC content of Commercial Aerospace Primers

[14] *January 2, 2003 email from Agata McIntyre, Puget Sound Clean Air Agency, to John Fosberg, Boeing.*

(BMS 10-11, Type I) and Topcoats (BMS 10-11, Type II), Aerospace Temporary Protective Coatings, Corrosion Inhibiting Compound (CIC) coatings used on the 777 in the Final Body Join and Final Assembly tool positions, and motor vehicles/mobile equipment coatings. Boeing shall maintain a list of the coatings described above that are used on site. Boeing shall update this list at least annually. Boeing shall make this information available to the Puget Sound Clean Air Agency upon request. [WAC 173-401-615(1)(b), 10/17/02]

For the CIC coatings used in the 777 Final Body Join and Final Assembly tool positions, Boeing, for each CIC coating on the list referenced above, shall also maintain records of the coating density, theoretical coverage, and calculations used to determine compliance with the VOC emission factor limits described in Prevention of Significant Deterioration 91-06 Amendment 2, Condition No. 4.

[WAC 173-401-615(1)(b), 10/17/02; PSD 91-06 Amendment 2, Condition 4 and Condition 18.3, 6/13/05]

For coatings regulated under the 7/24/03 version of Puget Sound Clean Air Agency Reg. II, 3.04(a) and (b), monthly records shall be maintained to demonstrate compliance with the standards specified in 3.04(a) and 3.04(b). The records shall include type of paint, quantity applied, and how the coating qualifies as specialty. The records shall be made available to the Agency personnel upon request. [WAC 173-401-615(1)(b), 10/17/02] [Puget Sound Clean Air Agency Reg. II, 3.04(c), 7/24/03, State Only]

(c) Documentation on File

Boeing shall maintain documents in its files for at least five years from the date of record, which demonstrate compliance with the requirement. Boeing shall make the documents available to the Puget Sound Clean Air Agency upon request. [WAC 173-401-615(1)(b), 10/17/02, PSD 91-06 Amendment 2, Condition 18.4, 6/13/05]

<u>PSD 91-06 Amendment 2:</u>

Maintaining documentation that all chromium VI filter systems have been precertified using Method 319 (Determination of Filtration Efficiency for Paint Overspray Arrestors, 40 CFR part 63 Appendix A)

[PSD-91-06 Amendment 2, Condition 17, 6/13/05]

With respect to compliance inspection requirements described in Approval Conditions 13(II.A.1(d)) and 17 (II.A.2(c)), Boeing shall keep as a minimum:

- Date of the inspection.
- Emission unit(s) inspected.
- Who performed the inspection.
- All observations made that are germane to compliance with Approval Conditions 2 (EU 3. 120), 5 (EU 3. 123), 6 (EU 3. 124), 7 (EU 3. 125), 8 (EU 3. 126), 9 (EU 3. 127), 10 (EU 3. 128), and 11 (EU 3. 129).

At a minimum, the most recent two years of data shall be retained on site. The remaining three years of data may be retained off site.

Records shall be available to Ecology and the Puget Sound Clean Air Agency within ten days of request.

[PSD-91-06 Amendment 2, Condition 18.1, 18.5, and 18.6, 6/13/05]

(d) Equipment Maintenance

Boeing shall, at a minimum, perform all the following maintenance activities at the frequency specified below.

(i) Enclosed Gun Cleaning Systems

Boeing shall visually inspect the seals and all other potential sources of leaks associated with each enclosed gun spray cleaner system at least once per month. Each inspection shall occur while the system is in operation. If leaks are found during the monthly inspection, repairs shall be made as soon as practicable, but no later than 15 days after the leak was found. If the leak is not repaired by the 15th day after detection, the cleaning solvent shall be removed, and the enclosed cleaner shall be shut down until the leak is repaired or its use is permanently discontinued. [40 CFR 63.744(c)(1)(ii), 6/23/03, 40 CFR 63.751(a), 12/ 8/00]

(ii) Spray Booths and Other Particulate Control Booths

- For dry booths, Boeing shall check the primary dry filter systems, where visible, for proper seating and complete coverage over the exhaust plenum.[15] For wet booths, Boeing shall check for a continuous curtain coverage, visible water flow, or adequate water flow meter reading. If the inspection is required by an NOC order of approval or PSD permit condition, the inspection shall be conducted according to the frequency specified in the Order of Approval or PSD. Otherwise, the inspection shall be conducted at least monthly or at time of use if booth is used less frequently than once per month, except as provided under Section V.P Data recovery of this permit. If filter or curtain coverage is acceptable for all inspections of a particular booth for a one-year period, the inspection frequency for that booth may be reduced to once per calendar quarter. If coverage is unacceptable during quarterly inspections, monthly inspections shall be reinstated and Boeing shall, as soon as practicable but within 24 hours of the initial observation either; correct filter or curtain coverage , shut down the unit or activity until it can be repaired, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. Failure to take action as described above is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- Where required by an order of approval permit condition, a pressure drop transmitter or gauge shall be installed to measure the pressure drop across the booth's exhaust filters. The acceptable pressure drop range shall be marked on or nearby the gauge or on a pressure drop log. A record that the pressure drop was in the acceptable range shall be made according to the frequency specified in the order of approval condition or at least once monthly if not specified in the order of approval. If the pressure drop is not within the acceptable range, Boeing

[15] *On booths with no other applicable requirements, the primary filter is the visible filter. On booths with applicable requirements the primary filter is the filter that meets the efficiencies specified in the requirement. If a multi-stage filtration system is used to meet the required efficiencies, the primary filter is the visible filter that is part of the multi-stage system used to meet the required efficiency.*

shall, as soon as practicable but within 24 hours of the initial observation; correct the pressure drop, shut down the unit or activity until it can be repaired, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. Failure to take action as described above is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- Where an order of approval or underlying requirement requires installation of specific type of filters, at least annually check to see if the correct filters are installed.

[WAC 173-401-615(1)(b), 10/17/02; PSD-91-06 Amendment 2, Condition 17.2, 6/13/05; Order of Approval No. 9705 Conditions No. 7 and 8, 11/19/07]

(iii)Above Ground Storage Tanks for Fuels

Visually check for leakage of material at least semiannually. [WAC 173-401-615(1)(b), 10/17/02]

(iv)Steam Generating Boilers

- Boeing shall check for visible emissions (exclusive of uncombined water vapor) quarterly when burning gas

- For Boilers #1, #2, and #3, when natural gas is not available or is not being used due to economic reasons, Boeing shall check for visible emissions (exclusive of uncombined water vapor) within 24 hours each time that it burns fuel oil during daylight hours and at least once per week if it burns fuel oil for more than seven consecutive days.

- If during the above monitoring, visible emissions other than uncombined water are observed from a single unit or activity Boeing shall, as soon as practicable but within 24 hours of the initial observation:

  (1) Take corrective action, which may include shutting down the unit or activity, until it can be repaired, until there are no visible emissions (or until

the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method)or,

(2) Determine the opacity using the reference test or

(3) Observe for a minimum of 15 minutes, or until visible emissions have been observed for a total of 45 seconds, whichever is a shorter period. If visible emissions other than uncombined water are observed from a single unit or activity lasting longer than 45 seconds during a 15 minute interval, Boeing may continue to observe visible emissions for an additional 45 minutes or until visible emissions have been observed for a total of 3 minutes in the hour, whichever is a shorter period. If visible emissions are observed for a total of 3 minutes during the 60 minute observation, or if visible emissions have been observed for a total of 45 seconds during the 15 minute observation and Boeing did not elect to continue the visible emission inspection as described above, Boeing shall, as soon as practicable but within 24 hours of the initial observation either;

- Take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions (or until the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method); or,

- Alternatively, record the opacity using the reference test method.

- Failure to take action as described above must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- All observations using the opacity reference test method shall be reported according to V.Q.4 Method 9A Reports.

- Boeing shall maintain a record of when fuel oil is burned in Boilers #4, 5, and 6 and whether the backup fuel oil was burned due to curtailment or testing.

[WAC 173-401-615(1)(b), 10/17/02]

(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths

Boeing shall inspect the cyclones, baghouses, vacuum pumps, and abrasive blast booths, which exhaust to the outside atmosphere, as described below. If the inspection is required by an NOC Order of Approval permit condition, the inspection shall be conducted according to the frequency specified in the Order of Approval. Otherwise, Boeing shall inspect each unit at least monthly, except as provided under Section V.P Data recovery of this permit. However Boeing may reduce the inspection frequency to at least once per calendar quarter if one or more of the following apply:

1) The unit is rated at 2000 cfm or less;
2) The vacuum system's primary function is to provide hold-down vacuum for parts on router tables or other equipment, or to provide vacuum for use by shop employees to clean up metal shavings and other miscellaneous debris in shop work areas; or
3) The vacuum system provides vacuum for curing of composite parts within vacuum bags.

- Boeing shall conduct visible emission inspections of the control equipment. Inspections are to be performed while the equipment is in operation during daylight hours. If during such inspections visible emissions other than uncombined water are observed from equipment, Boeing shall, as soon as practicable but within 24 hours of the initial observation:
  1) Take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions (or until the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method); or
  2) Determine the opacity using the reference test method, or
  3) Observe for a minimum of 15 minutes, or until visible emissions have been observed for a total of 45 seconds, whichever is a shorter period. If visible emissions other than uncombined water are observed from a single unit or

activity lasting longer than 45 seconds during a 15 minute interval, Boeing may continue to observe visible emissions for an additional 45 minutes or until visible emissions have been observed for a total of 3 minutes in the hour, whichever is a shorter period. If visible emissions are observed for a total of 3 minutes during the 60 minute observation, or if visible emissions have been observed for a total of 45 seconds during the 15 minute observation and Boeing did not elect to continue the visible emission inspection as described above, Boeing shall, as soon as practicable but within 24 hours of the initial observation either

- Take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions (or until the unit or activity is demonstrated to be in compliance with all applicable opacity limitations in the permit using the reference test method); or,

- Alternatively, determine the opacity using the reference test method.

- Failure to take action as described above, is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- All observations using the opacity reference test method shall be reported according to V.Q.4 Method 9A Reports.

- Boeing shall check for evidence of fugitive dust or fallout outside from the equipment or the exhaust stack. If the fugitive dust or fallout from the equipment or the exhaust stack is observed, Boeing shall, as soon as practicable but no later than within 24 hours of determination, correct the problem, shut down the operation until it is repaired or corrected, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. Failure to take action as described above is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- Where required by an Order of Approval condition, a pressure drop transmitter or gauge shall be installed to measure the pressure drop across the booth's exhaust filters.

- The acceptable pressure drop range shall be marked on, nearby the gauge, or on a pressure drop log. A record that the pressure drop was in the acceptable range shall be made according to the frequency specified in the Order of Approval condition or at least once per month if not specified in the Order of Approval.

- If the pressure drop is not within the acceptable range, Boeing shall, as soon as practicable but within 24 hours of the initial observation correct the pressure drop, shut down the unit or activity until it can be repaired, or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours. Failure to take action as described above is a deviation of this permit and must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

- If a pressure differential gauge is required by an Order of Approval condition, then the range shall be established using the manufacturer's recommendations or the low end of the range will be no less than 50 percent of the pressure differential when operating with a clean filter or cyclone and the high end shall be a value based on the operational experience and will be a value below that at which the filters or bags would reasonably be expected to fail.

[WAC 173-401-615(1)(b), 10/17/02]

(vi)Opacity Monitoring for No Visible Emissions

Boeing shall conduct visible emission inspections of the affected facility at least once per calendar quarter. Inspections are to be performed while the facility is in operation during daylight hours. If during a quarterly visible emissions inspection, or any other time, visible emissions other than uncombined water are observed from the affected facility, Boeing shall, as soon as practicable but within 24 hours of the initial observation; take corrective action, which may include shutting down the unit or activity until it can be repaired, until there are no visible emissions or report according to Section V.Q.5 Report of Problems not Corrected Within 24 Hours.

Failure to take corrective action as described above must be reported under Section V.M Compliance certifications or V.Q Reporting of this permit.

[WAC 173-401-615(1)(b), 10/17/02]

(vii) Reserved

(viii) Reserved

(ix)Reserved

(x) Gasoline Station Stage 1 Inspection Requirements Reg. II, 2.07 (12/9/99)

Boeing shall visually inspect the Stage 1 system after each product delivery. Any equipment found to be defective (e.g., loose caps or adapters, stuck poppet valves, damaged gaskets) shall be repaired or replaced as soon as possible, but no later than seven days after the inspection. [Puget Sound Clean Air Agency Regulation II, Section 2.07(b)(2), 12/9/99]

(xi)Gasoline Station Stage 1 Inspection Requirements Reg. II Section 2.07, (9/27/07)

Boeing must inspect the dual-point stage 1 system between each gasoline delivery for defects as described in the following table. If the facility receives more than one delivery to a tank in a day, the inspection is only required once per day.

Dual-Point Stage 1 Defects

Equipment	Inspection Procedures	Defects
Dust Cap (tank cap on top of adapter)	Visually inspect the dust cap on both the fill and vapor risers. Try to turn the dust cap on both the fill and vapor risers by hand.	Cap gasket is missing or damaged. Cap is missing or damaged. Cap turns with hand pressure.
Adapter Vapor Riser (brass fitting on tank riser)	Slowly depress poppet and check gasket and poppet alignment.	Poppet is inoperative, not aligned properly, or the gasket is damaged.
Adapter (brass fitting on tank riser) *(Not required for swivel adapters.)*	Try to turn the adapters on both the fill and vapor risers by hand.	Adapter turns with hand pressure.
Fill Tube (from adapter to bottom of tank)	Visually inspect the fill tube gasket, if clearly visible after removal of dust cap. *(Some fill tube assemblies may not allow observation of the fill tube gasket except by a service technician.)*	Fill tube gasket is damaged or missing.
Spill Bucket	Visually inspect the liquid level in the spill bucket and the condition of the drain valve.	Liquid level is more than 1 inch. Drain valve is open or leaking vapors.

[Puget Sound Clean Air Agency Regulation II, Section 2.07(c)(3), Table 1(a), 9/27/07]

Whenever a stage 1 defect as described in the above table is discovered during a self-inspection, Boeing must repair it as soon as possible after the defect is discovered, but no later than the end of the next business day. [Puget Sound Clean Air Agency Regulation II, Section 2.07(c)(4)(A), 9/27/07]

If the stage 1 defect cannot be repaired by the end of the next business day after discovery, Boeing must not receive any gasoline deliveries to the tank where the defect is located until the defect is repaired. [Puget Sound Clean Air Agency Regulation II, Section 2.07(c)(4)(B), 9/27/07]

Boeing must keep a log of the results of each stage 1 self-inspection, which must include the following:

- date of inspection,
- name of person conducting inspection
- description of all defects found during the inspection, and
- date and time of repair of the defects

[Puget Sound Clean Air Agency Regulation II, Section 2.07(c)(5)(A), 9/27/07]

(xii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (12/9/99)

The stage 2 system shall be visually inspected for equipment defects (e.g. torn bellows, mini-booths, or hoses, leaking spouts, swivels or hoses, missing latch coils, stiff swivels) once per week. Any defective equipment shall be taken out of service until repaired. [Puget Sound Clean Air Agency Reg. II, Section 2.07(c)(3), 12/9/99]

(xiii) Gasoline Station Stage 2 Inspection Requirements Reg. II, 2.07, (9/27/07)

If the gasoline throughput exceeds 200,000 gallons annually, Boeing must comply with the following additional provisions.

Boeing must inspect the vapor-balance Stage 2 vapor recovery system daily when the gas station is open. Inspections shall look for the defects listed in the following table:

Vapor-Balance Stage 2 Defects

Equipment	Inspection Procedures	Defects
Nozzle Spout	Pull back the boot to ensure the latch ring is on the spout.	Latch ring is missing.
Nozzle	Visually inspect the boot (bellows) for holes or slits.	No boot hole shall be more than 1/4 inch diameter. No slit shall exceed 1/2 inch in length.
Nozzle	Visually inspect for leaking gasoline.	Visible gasoline leaks.
Nozzle	Visually inspect faceplate for missing or damaged surface area	¼ or more of the circumference of the bellows faceplate is damaged or missing.
Nozzle (equipped with insertion interlock mechanism)	Compress the boot and note the tension on the trigger. Release the boot and note the tension on the trigger.	If the trigger is loose when the boot is compressed or the trigger is firm when the boot is released, the insertion interlock is defective.
Hose (from dispenser to nozzle) including Whip Hose	Visually inspect the hose for physical condition.	Hose has cuts, holes, is flattened, or kinked, or the fuel flow direction is incorrect (if marked on the hose).

[Puget Sound Clean Air Agency Regulation II, Section 2.07(d)(3), Table 2(a), 9/27/07]

Whenever a stage 2 defect as described in Tables 2(a) above is discovered during a

self inspection, the owner or operator must repair it as soon as possible. [Puget Sound Clean Air Agency Reg. II, 2.07(d)(4)(A), 9/27/07]

If the defect cannot be repaired within one hour after discovery, the defective equipment must be removed from service until the defect is repaired. [Puget Sound Clean Air Agency Reg. II, 2.07(d)(4)(B), 9/27/07]

Boeing shall keep a log of the results of each self-inspection, which must include the following:

- time and date of the inspection
- person conducting the inspection
- a description of all defects found during the inspection, and
- time and date of repair of any defects

[Puget Sound Clean Air Agency Reg. II, 2.07(d)(5)(A), 9/27/07]

(xiv) Gasoline Station Self-Inspection Training Reg. II Section 2.07, (9/27/07)

If the gasoline throughput exceeds 200,000 gallons annually, Boeing must comply with the following additional provisions.

Boeing must provide training for all employees who are responsible for performing self-inspections of the Stage 1 and Stage 2 vapor recovery equipment within 30 days of hire and provide on-site refresher training for those employees at least once every calendar year. The self-inspection training must include all of the following:

- The location, function, and operation of vapor recovery equipment.
- Why vapor recovery equipment must be inspected and maintained.
- How to inspect vapor recovery equipment.
- How to recognize a defect.
- Appropriate corrective actions when defects are discovered.
- How to keep the necessary records.
- The penalties for noncompliance.

The person providing the training must conduct the training in accordance with Puget Sound Clean Air Agency Regulation II Section 2.07. After conducting the training

required by this section, Boeing must prepare a written training report that includes:

- name and address of person conducting the training,
- date of the training, and
- names of the persons trained.

[Puget Sound Clean Air Agency Reg. II, Section 2.07(e), 9/27/07]

(xv) Gasoline Station Stage 2 Testing Requirements Reg. II, 2.07, (9/27/07)

If the gasoline throughput exceeds 200,000 gallons annually, Boeing must comply with the following additional provisions.

Boeing must perform compliance tests of the vapor balance Stage 2 vapor recovery system at least once every 24 months. These compliance tests must be done in accordance with the CARB test procedures contained in following table and must include:

CARB Test Required	CARB Test Procedures	Date of Adoption
Static Pressure Decay	TP-201.3	March 17, 1999
Dynamic Back Pressure	TP-201.4	July 3, 2002
Tank-Tie Test	TP-201.3C	March 17, 1999

Note: Tank-tie test must be conducted at leas once, or after any tank configuration changes to show the tanks are manifolded. The tank-tie test records must always be kept on-site to verify compliance.

Each time a test is conducted, the test shall also include a review of the on-site records required by this rule including: training, self-inspections, gasoline throughput, and testing.

[Puget Sound Clean Air Agency Regulation II, Section 2.07(f)(1), 9/27/07]

If the Stage 2 system fails the compliance test, Boeing shall repair or replace the defective equipment on the day of the test. If the defective equipment cannot be replaced on the day of the test, Boeing shall notify the Puget Sound Clean Air Agency within 24 hours of the test. If the defective equipment cannot be repaired by the close

of the next business day following the failed compliance test, Boeing must stop receiving and/or dispensing gasoline from the defective equipment until it is repaired and retested, and passes all required compliance tests. This does not include any operation of the equipment necessary to conduct a retest. [Puget Sound Clean Air Agency Regulation II, Section 2.07(f)(3), 9/27/07]

After the stage 2 compliance testing has been conducted, Boeing must obtain a written test report. The report must include:

- name and address of the tester
- date of the testing
- equipment tested
- test procedures used
- results of the tests
- any repairs or corrective actions necessary to pass the tests, and
- results of the records review, including whether the on-site records comply with the requirements of Reg. II, 2.07

[Puget Sound Clean Air Agency Regulation II, Section 2.07(f)(4)(A) & (B), 9/27/07]

(e) Purchase Specification

Boeing Everett's fuel oil contract for the delivery of oil burned in fuel burning equipment shall specify that the fuel must meet the specifications listed in Puget Sound Clean Air Agency Regulation I, Section 9.08(a). [WAC 173-401-615(1)(b), 10/17/02]

(f) Fuel Oil Sulfur Content Monitoring Procedure

For fuel oil, including Jet A, deliveries to the storage tanks which supply fuel oil to Boilers No. 4, No. 5, and No. 6, Boeing shall obtain and maintain fuel receipts from the fuel supplier which certify that the oil meets the definition of distillate oil as defined in 40 CFR 60.41b, except that the oil need not meet the fuel nitrogen content specification in that definition of distillate oil. In addition, the supplier shall provide a certification that the sulfur content of the fuel is no more than 0.05% by weight. [40 CFR 60.49b(r), 11/16/06]

For all other fuel oil deliveries, Boeing Everett's fuel oil contract shall specify that only fuel oil with a sulfur content not greater than 2% be delivered to the site. [WAC 173-401-615(1)(b) 10/17/02]

(g) Aerospace NESHAP Solvent Cleaner Monitoring and Recordkeeping Procedure

Boeing shall record the name, vapor pressure, and documentation showing the organic HAP constituents of each affected cleaning solvent used for affected cleaning operations. [40 CFR 63.752(b)(1), 9/1/98]

For each cleaning solvent used in the hand-wipe cleaning operation at the facility that complies with the composition requirements specified in 63.744(b)(1) or for semi-aqueous cleaning solvents used for flush cleaning, Boeing shall record the name, data and calculations demonstrating the solvent complies with the compositions requirements, and annual records of the volume of each solvent used. Boeing shall demonstrate compliance with solvent composition using manufacturer's data per 63.750(a). The hand-wipe cleaning operation means collectively all hand-wipe cleaning operations. Flush cleaning operations means collectively all flush cleaning operations.

[40 CFR 63.752(b)(2), 9/1/98]

Hand-wipe cleaning operations where wiping, scrubbing, mopping or other hand actions are used are not "flush cleaning". [16]

For each cleaning solvent used in the hand-wipe cleaning operation at the facility that does not comply with the composition requirements in 63.744(b)(1) but does comply with the vapor pressure requirement of 63.744(b)(2), Boeing shall record the name, composite vapor pressure, the vapor pressure test results, data, or calculations used to determine the composite vapor pressure, and the amount in gallons of each cleaning solvent used each month at the Boeing Everett facility. [40 CFR 63.752(b)(3), 9/1/98]

[16] *August 1, 1996 letter from A.C. Lee, Puget Sound Clean Air Agency, to C. Morris, Boeing.*

For cleaning solvents that do not meet the composition or vapor pressure requirements and are used for the exempt hand-wipe cleaning operation, Boeing shall record the name and the amount of each cleaning solvent used each month for the collective exempt cleaning operation. Boeing shall maintain a list of the exempt processes to which the exempt hand-wipe cleaning operation applies. [40 CFR 63.752(b)(4), 9/1/98]

The test methods and procedures included in 40 CFR 63.750(a) and (b) shall be used for composition and vapor pressure determinations, as applicable. [40 CFR 63.750(a) and (b), 10/17/00]

(h) Aerospace NESHAP Coating Monitoring and Recordkeeping Procedure

Boeing shall maintain the following records on the Aerospace NESHAP regulated primers and topcoats (such as primers like BMS 10-11 type I, some 10-72 primers, some uses of 10-103; topcoats like BMS 10-11 type II, 10-60 types I and II, and 10-72) used at the site. These procedures do not apply to specialty, touch-up, repair, and other specialty coatings exempt per 40 CFR 63.741(f) or to low volume coatings exempt per 40 CFR 63.741(g).

(i) For uncontrolled primers and topcoats that meet the HAP and VOC content limits without averaging, the name of each primer and topcoat; the VOC content as received and as applied; the mass of organic HAP emitted per unit volume as applied (less water) as calculated using the procedures specified in 63.750(c); the mass of VOC emitted per unit volume as applied (less water and exempt solvents) as calculated using the procedures specified in 63.750(e), and all data, calculations, and test results used in determining the HAP and VOC contents; and the volume of each coating category of formulation used each month. [40CFR 63.752(c)(2), 9/1/98]

(ii) For "low HAP content" uncontrolled primers with organic HAP content less than or equal to 250 g/l and VOC content less than or equal to 250 g/l, the name of each primer and topcoat, the VOC content as received and as applied, annual purchase records of the total volume of each primer purchased, and all data, calculations, and test results used in determining the organic HAP and VOC contents. [40CFR 63.752(c)(3), 9/1/98]

(iii) For primers and topcoats complying with the organic HAP or VOC content level by averaging, the name of each primer and topcoat, the VOC content as received and as applied, the monthly volume-weighted average masses of organic HAP and VOC emitted per unit volume of coating as applied as determined by the procedures specified in 63.750(d) and (f), and all data, calculations, and test results used in determining the values. [40CFR 63.752(c)(4), 9/1/98]

Boeing shall comply using methods defined in 40 CFR 63.745(e) if applicable. [40CFR 63.745(e), 12/8/00]

(i) Aerospace NESHAP Pressure Drop/Water Flow Rate Monitoring and Recordkeeping Procedure

(i) For affected spray coating operations when inorganic HAPs are sprayed, unless the primers or topcoats have inorganic HAP concentration less than 0.1 % for carcinogens and 1.0 % for non-carcinogens, Boeing shall install a pressure gauge or water flow meter to continuously monitor:

- The pressure drop across dry particulate filter systems while aerospace primer or topcoat application operations are occurring, or
- The water flow rate of water wash systems while aerospace primer or topcoat application operations are occurring,

[40 CFR 63.751(c), 12/8/00]

(ii) Boeing shall read and record the pressure drop or water flow rate once each shift of operation on a log in accordance with 40 CFR 63.751(c) and 63.752(d) when spraying primer or topcoat with inorganic HAP regulated under 40 CFR 63.745(g), unless the primers or topcoats have inorganic HAP concentration less than 0.1 % for carcinogens and 1.0 % for non-carcinogens. [40 CFR 63.752(d), 9/1/98]

The acceptable range for water flow rate shall be established using manufacturer's recommendations or the range will be based on the volume of water that has been shown through operational experience to obtain a continuous water curtain. If the recorded pressure drop exceeds or falls below the

acceptable limits established by Boeing or the filter manufacturer, as applicable, or the recorded water flow rate is less than or falls below the acceptable limits established by Boeing or the booth manufacturer, as applicable, Boeing shall shut down the operation and take corrective action. The operation can be resumed when pressure drop or water flow rate is returned within the specified limits. The corrective actions shall include investigating if the activity occurring at the time of the reading included activities regulated under 40 CFR 63.745(g). Boeing shall assume that the activity was regulated under 40 CFR 63.745(g) unless Boeing can demonstrate by a preponderance of the evidence otherwise. Acceptable limits shall be documented on the log.

[40 CFR 63.745(g), 12/8/00]

Under certain operating conditions such as clean filter and low air flows, the pressure drop across a spray booth filter may be zero inches of water.[17]

(iii) When the Aerospace NESHAP requires that the pressure drop across the exhaust filters be monitored and recorded once per shift, the pressure drop range shall be established using either the manufacturer's recommendations or shall be based on providing adequate air flow while maintaining filter integrity based on the specific design of the system. If the manufacturer's recommendations are not utilized, the pressure drop shall be established as follows:

(a) The low end of the range, with the exception of filter banks which have a clean filter pressure drop less than or equal to 0.03 inches of water, will be established at no less than 50 percent of the clean filter value. For filter banks which have a clean filter pressure drop less than or equal to 0.03 inches of water, the low end of the range may be set at zero.

(b) The high end will be established based on operational experience to allow for adequate air flow in the specific paint booth or hangar, but no higher than the point at which the filter will fail.

[17] *May 20, 1999 letter from Jay Willenberg, Puget Sound Clean Air Agency, to Frank Migaiolo, Boeing.*

If the manufacturer's recommendations are not utilized, all equipment malfunctions shall be immediately reported to supervisory personnel, or the malfunctioning dry filter booth shall be shut down.

[40 CFR 63.745(g), 12/8/00; 40 CFR 63.743(b), 4/20/06]

(iv) For dry filter spray booths where Aerospace NESHAP primers and topcoats containing inorganic HAPs are sprayed, unless the primers or topcoats have inorganic HAP concentrations less than 0.1 % for carcinogens and 1.0 % for non-carcinogens:

- Install NESHAP-compliant filters in booths where inorganic HAPs are applied to aerospace parts.
- Check to see that the pressure gauge functions properly and that the pressure drop range is labeled on the log sheets at least quarterly.

[40 CFR 63.745(g), 12/8/00]

(v) For water wash booths where Aerospace NESHAP primers and topcoats containing inorganic HAPs are sprayed, unless the primers or topcoats have inorganic HAP concentrations less than 0.1% for carcinogens and 1.0% for non-carcinogens:

- If a water flowmeter is required, check to see that the meter functions properly and the flow range is labeled on the log sheet. This inspection shall be done monthly and,
- Malfunctions as defined by 40 CFR 63.2 causing the flow to be outside of the range on the log sheet, or causing noncontinuous water curtain coverage shall be reported immediately to supervisory personnel, or the malfunctioning water wash booth shall be shut down.

[40 CFR 63.745(g), 12/8/00]

(j) Averaging Scheme for Exterior Commercial Primer and Topcoat

1. Boeing may use any combination of uncontrolled primers, including waterborne primers, at one or more emission units, within that same facility, where aerospace exterior commercial priming operations occur that are subject to 40 CFR 63.745(c), provided that:

   (a) The monthly volume-weighted average organic HAP content of the combination of exterior commercial primers does not exceed 650 g/liter (less water); and

   (b) The monthly volume-weighted average VOC content of the combination of exterior commercial primers does not exceed 650 g/liter (less water and exempt solvents).

   [40CFR 63.752(c)(4), 9/1/98]

2. (a) Boeing shall maintain records of the monthly volume-weighted average mass of organic HAP emitted per unit volume of primer as applied (less water) (Ha) for all exterior commercial primers for which averaging is used to meet the HAP content limit (as determined by the procedures specified in 40 CFR 63.750(d)); and all data and calculations used to determine Ha for each emission unit for which Boeing wishes to use this averaging scheme to demonstrate compliance with the HAP content limit. [40CFR 63.752(c)(4), 9/1/98]

   (b) Boeing shall maintain records of the monthly volume-weighted average mass of VOC emitted per unit volume of primer as applied (less water and exempt solvents) (Ga) for all exterior commercial primers for which averaging is used to meet the VOC content limit (as determined by the procedures specified in 40 CFR 63.750(f)); and all data and calculations used to determine Ga for each emission unit for which Boeing wishes to use this averaging scheme to demonstrate compliance with the VOC content limit. [40CFR 63.752 (c)(4), 9/1/98]

   (c) If before the beginning of any calendar month Boeing enters into a log that a specific emission unit or units will only use exterior commercial primers with organic HAP content that does not exceed 650 g/liter (less water) and makes that

log available to Puget Sound Clean Air Agency personnel upon request, then Boeing does not need to follow Condition No. 2(a) for that month or months. [WAC 173-401-650(1), 11/4/93]

(d) If before the beginning of any calendar month Boeing enters into a log that a specific emission unit or units will only use exterior commercial primers with VOC content that does not exceed 650 g/liter (less water and exempt solvents) and makes that log available to Puget Sound Clean Air Agency personnel upon request, Boeing does not need to follow Condition No. 2(b) for that month or months. [WAC 173-401-650(1), 11/4/93]

(k) Notice of Completion

Boeing submitted a Notice of Completion to the Puget Sound Clean Air Agency stating that the work covered by a Notice of Construction application had been completed and operation was ready to begin. Boeing will not change the equipment in a manner that requires an NOC Order of Approval without first obtaining an Order of Approval. [WAC 173-401-615(1)(b), 10/17/02]

(l) Aerospace NESHAP Depainting Monitoring and Recordkeeping Procedure

The following monitoring and recordkeeping requirements apply if Boeing Everett depaints more than six completed aircraft in a calendar year. An aircraft is counted as depainted if it has all the fuselage, wings, vertical stabilizers and horizontal stabilizers connected as one assembled unit and has had paint chemically removed from substantially all of the outer surface of either the fuselage, or wings, or horizontal stabilizers, or vertical stabilizers.

(i) For sources complying with 40 CFR 63.746(b)(3), must determine volume of organic HAP-containing chemical strippers or alternatively the weight of organic HAP used per aircraft using the procedures specified in 40 CFR 63.750(j)(1) through (3). [40 CFR 63.750(j), 10/17/00]

(ii) For all chemical strippers used in depainting operations subject to 40 CFR 63.746,

record the name of each chemical stripper and the monthly volumes of each organic HAP containing stripper used or monthly weight of organic HAP-material used for spot stripping and decal removal. [40 CFR 63.752(e)(4), 9/1/98]

(iii) For each type of aircraft depainted, record a listing of the parts, subassemblies, and assemblies normally removed from the aircraft before depainting. Prototype, test model or aircraft that exist in low numbers are exempt from this requirement. [40 CFR 63.752(e)(4), 9/1/98]

(iv) For spot stripping and decal removal, record the volume of organic HAP-containing chemical stripper or weight of organic HAP used, the annual average volume or organic HAP-containing chemical stripper or weight of organic HAP used per aircraft, the annual number of aircraft stripped, and all data and calculations used. [40 CFR 63.752(e)(6), 9/1/98]

(m) Performance Source Test

An emission source test, using EPA reference test methods or other methods specified by the underlying rule and/or approved by the Puget Sound Clean Air Agency, was conducted and confirms the emission unit complies with the applicable emission limitations. A copy of the emission test report has been submitted to the Puget Sound Clean Air Agency. Boeing shall maintain a copy of the report as long as the results of the test are relied upon to demonstrate compliance with the applicable emission limitation. [40 CFR 63.7, 4/5/02; 40 CFR 60.46b(b), 2/27/06; 60.46b(d)(7), 2/27/06]

(n) Reserved

(o) Reserved

(p) Emission Estimates Required by PSD or Order of Approval Permit Condition

- Order of Approval No. 3913: Boeing shall not emit 40 or more tons per year of VOC from its CIC application to 747 and 767 aircraft. Boeing shall report this amount annually pursuant to Regulation I. [Order of Approval No. 3913 (5/22/95), Condition #4]

- PSD-91-01, Amendment 2: Boeing will, upon request, report the quantities and VOC content of the cleaning solutions and paints and the VOC emissions from Building 45-04 annually to the Department of Ecology and the Puget Sound Clean Air Agency. [PSD 91-01 Amendment 2, Condition 2, 8/00]
- PSD-91-06, Amendment 2: Boeing shall maintain on site and annually update a list of all primers, topcoats, temporary protective coatings, CIC coatings, and cleaning solutions used in Model 777 assembly operations described in Findings 1 through 4 of PSD 91-06, Amendment 2, within the immediately past twenty-four months, and the corresponding MSDSs or other manufacturer-supplied data on VOC content. [PSD-91-06 Amendment 2, Condition 15 and 16, 6/13/05]
- Boeing shall report the types, quantities and VOC content of the CICs, cleaning solutions and paints and the VOC emissions annually from Model 777 assembly operations described in Findings 1 through 4 of PSD 91-06 to the Puget Sound Clean Air Agency. [PSD 91-06 Amendment 2, Condition 19, 6/13/05]
- PSD-05-02:

  VOCs are defined in 40 CFR 51.100(s). [PSD-05-02, Condition 5, 8/25/05]

  Boeing shall separately quantify for Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing the VOCs of each VOC-containing material used each calendar month, and calculate the corresponding totals over the previous twelve months. Example: For Paint Hangar Final Exterior Coating, the calculation will show each VOC containing material used in a given month and the corresponding VOC total. [PSD-05-02, Condition 6.1, 8/25/05].

  Boeing will determine VOC content from the corresponding MSDSs or other manufacturer-supplied data. [PSD-05-02, Condition 6.2, 8/25/05]

  Boeing may deduct from the total calculated pursuant to PSD-05-02, Condition 6.1:

  - Any VOCs that are included in the coating formulation as reactive components to the extent that they are incorporated into the final, cured airplane coating as verified by the coating vendor documentation. [PSD-05-02, Condition 6.3.1, 8/25/05]

- Any VOCs recovered for off-site recycle or disposal or discharged from Boeing Everett to waste water or solid waste from materials used in Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing. [PSD-05-02, Condition 6.3.2, 8/25/05]

Boeing shall keep the following records beginning in the first month of 787 manufacturing operations at the site:

- The calculations and results pursuant to PSD-05-02, Condition 6.1. [PSD-05-02, Condition 7.1, 8/25/05]
- An annually updated list of all VOC-containing material used in Paint Hangar Final Exterior Coating, 787 Final Assembly and Interiors Manufacturing within the immediate past twelve-months. [PSD-05-02, Condition 7.2, 8/25/05]
- For materials containing VOCs that were deducted pursuant to PSD-05-02, Condition 6.3.1, vendor documentation verifying the quantity of reactive VOCs incorporated into the final, cured airplane coating. [PSD-05-02, Condition 7.3, 8/25/05]
- For VOCs that were deducted pursuant to PSD-05-02, Condition 6.3.2, inventory records verifying the quantity of VOCs recovered for off-site recycle or disposal or discharged from Boeing Everett to waste water or solid waste from materials used in Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing. [PSD-05-02, Condition 7.4, 8/25/05]
- Records shall be retained for not less than five years after their origination. [PSD-05-02, Condition 7.5, 8/25/05]
- At a minimum, the most recent two years of data shall be retained on site. The remaining three years of data may be retained off site. [PSD-05-02, Condition 7.6, 8/25/05]
- Records shall be available to Ecology and the Puget Sound Clean Air Agency within ten days of request. [PSD-05-02, Condition 7.7, 8/25/05]

Boeing shall report annually to the Puget Sound Clean Air Agency:

- The types and corresponding monthly and rolling twelve month quantities of VOC-containing materials used in each of Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing. [PSD-05-02, Condition 8.1, 8/25/05]

- The quantity of VOCs in the VOC-containing materials reported pursuant to PSD-05-02, Condition 8.1. [PSD-05-02, Condition 8.2, 8/25/05]
- For VOCs that were deducted pursuant to PSD-05-02, Condition 6.3.1, the monthly and rolling twelve month quantity of reactive VOCs incorporated into the final, cured airplane coating in each of Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing. [PSD-05-02, Condition 8.3, 8/25/05]
- For VOCs that were deducted pursuant to PSD-05-02, Condition 6.3.2, the monthly and rolling twelve month quantity of VOCs recovered for off-site recycle or disposal or discharged from Boeing Everett to waste water or solid waste from materials used in Paint Hangar Final Exterior Coating, 787 Final Assembly, and Interiors Manufacturing. [PSD-05-02, Condition 8.4, 8/25/05]

(q) Reserved

(r) Continuous Emission Monitoring System

(i) Opacity, Boiler Nos. 4, 5 and, 6

When firing back-up fuel oil, Boeing shall operate and maintain a continuous oxygen emission monitoring system for measuring excess oxygen in the exhaust gas stream, as an alternate means of demonstrating compliance with 40 CFR 60.43(f). When firing back-up fuel oil, Boeing shall maintain excess O_2 at or greater than 2% (6-minute average), except during startup, shutdown, or malfunctions of the boilers. [Order of Approval No. 7438, Condition No. 14]

The continuous oxygen emission monitor is required to meet the appropriate requirements in 40 CFR 60.13, and must be evaluated pursuant to 40 CFR Part 60, Appendix B, Performance 3. In addition, the analyzer shall meet the following requirements.

a) The oxygen analyzer shall have a span value of 25% oxygen

b) The calibration drift for the oxygen analyzer shall be measured at 0% oxygen and approximately 21% oxygen.

c) The cylinder gas audits for the oxygen analyzer must be performed at the following audit values per 40 CFR Part 60, Appendix F, Section 5.1.2

- 4% to 6% oxygen by volume; and
- 8% to 12% oxygen by volume

[Letter dated October 11, 2001, D. Hardesty to F. Migaiolo, Request for Alternate Monitoring and Alternate Span Value Calibration for NOx CEMs at Three Boilers in the Boeing Everett facility. See Attachment 13.

(ii) NOx, Boiler No. 4, 5 and, 6

Boeing shall operate and maintain a continuous emission monitoring system in accordance with applicable standards (including 40 CFR Part 60 Subpart A, Subpart Db, Appendix B, Appendix F, Puget Sound Clean Air Agency Regulation I Article 12, and applicable permit requirements) to monitor NOx and oxygen in the exhaust gas streams of Boilers No. 4, No. 5, and No. 6. [Order of Approval No. 7438, Condition No. 4 (8/4/99)]

Data from the continuous emission monitoring system shall also be used to demonstrate compliance with the 12-month rolling NOx emission cap. [Order of Approval No. 7438, Condition No. 10 (8/4/99);

Boeing shall install and have operational all required CEMS prior to conducting performance tests under 40 CFR 60.8 at all NSPS facilities. Verification of operational status shall, at a minimum, include completion of the manufacturer's written requirements or recommendations for installation, operation, and calibration of the device. [40 CFR 60.13(b), 6/1/06]

Except for system breakdowns, repairs, calibration checks, and zero and span adjustments required under 40 CFR 60.13(d), NOx monitoring system, shall complete a minimum of one cycle of operation (sampling, analyzing, and data recording) for each successive 15-minute period. [40 CFR 60.13(e)(2), 6/1/06]

CEMS shall be installed to obtain representative measurements of emissions or process parameters. Procedures in the applicable Performance Specifications of Appendix B shall be used. [40 CFR 60.13(f), 6/1/06]

Boeing shall reduce all CEMS data to one-hour averages calculated from four or

more data points equally spaced over each one-hour period. Data recorded during periods of CEMS breakdown, repair, calibration checks and zero and span adjustments shall not be included in the data averages. An arithmetic or integrated average of all data may be used to calculate average emission rates. All excess emissions[18] shall be converted into lb/MMBtu using the procedure at the bottom of this section. After conversion into units of the standard, the data may be rounded to the same number of significant digits as used in the applicable subparts to specify the emission limit. [40 CFR 60.13(h), 6/1/06]

Boeing shall check zero (0% to 20% of the 200 ppm span value) and span (50% to 100% of 200 ppm span value) calibration drifts of CEMS at least once daily in accordance with the O&M Plan. All maintenance and calibration procedures shall be recorded in a log that shall be available for inspection. Zero and span for all CEMS other than COMS shall, at a minimum, be adjusted whenever the 24-hour zero drift or 24-hour span drift exceeds 5%. [40 CFR 60.13(d)(1), 6/1/06; [Letter dated October 11, 2001, D. Hardesty to F. Migaiolo, Request for Alternate Monitoring and Alternate Span Value Calibration for NOx CEMs at Three Boilers in the Boeing Everett facility.

Facilities subject to the nitrogen oxide standards under 40 CFR 60.44b (EU 4.36), shall install, calibrate, maintain, and operate a continuous monitoring system for measuring nitrogen oxides emissions discharged to the atmosphere and record the output of the system. [40 CFR 60.48b(b), 2/27/06]

Boeing shall operate required CEMS and shall record data during all periods of operation except for during CEMS breakdowns and repairs. Data is to be recorded during calibration checks and zero and span adjustments. [40 CFR 60.48b(c), 2/27/06]

The 1-hour average nitrogen oxide emission rates shall be expressed in ng/J or lb/MMBtu heat input and shall be used to calculate the average emission rates under

[18] *For the purposes of 40 CFR 60.48b(g)(1), which applies to Boilers No. 4, No. 5, and No. 6, excess emissions are defined as any calculated 30-day rolling average NO_X emission rate, as determined under 40 CFR 60.46b(e), which exceeds the applicable emission limit in 40 CFR 60.44b(a) and (i).*

40 CFR 60.44b (EU 4.36). The 1-hour averages shall be calculated using the data points required under 40 CFR 60.13(b). At least 2 data points must be used to calculate each 1-hour average. [40 CFR 60.48b(d), 2/27/06]

Boeing shall follow the procedures under 40 CFR 60.13 for installation, evaluation, and operation of the CEMS. [40 CFR 60.48b(e), 2/27/06].

The span value for the CEMS measuring NOX shall be 200 ppm. [40 CFR 60.48b(e)(2) & (3), 2/27/06; Letter dated October 11, 2001, D. Hardesty to F. Migaiolo, Request for Alternate Monitoring and Alternate Span Value Calibration for NOx CEMs at Three Boilers in the Boeing Everett facility.]

When NOx data are not obtained due to CEMS breakdowns, repairs, calibration checks and zero and span adjustments, Boeing shall use Method 7E or other approved reference methods to provide emissions data for a minimum of 75% of the operating hours in each steam generating unit operational day, in at least 22 out of 30 successive steam unit generating unit operating days. [40 CFR 60.48b(f), 92/27/06].

(iii)Quality Assurance

The NOx and oxygen monitoring systems are subject performance specifications under Appendix B and Appendix F. [40 CFR 60.13(a), 6/1/06]

(a) All continuous monitors shall meet the performance specifications contained in 40 CFR Part 60 Appendix B [40 CFR 60.13(a), 6/1/06] in effect at the time of its installation. [Puget Sound Clean Air Agency Reg I: 12.03(c), 4/9/98; Puget Sound Clean Air Agency Reg. I: 12.03(c), *9/23/04, State Only*].

(b) All gaseous continuous emission monitors shall be maintained and operated in accordance with the requirements of 40 CFR Part 60, Appendix F, or alternate requirements approved by the Puget Sound Clean Air Agency [40 CFR 60.13(a), 6/1/06] The requirements of 40 CFR Part 60, Appendix F that must be followed shall be those in effect July 1, 1997 [Puget Sound Clean Air Agency Reg. I, 12.03(c), 4/9/98] and July 1, 2005 [Puget Sound Clean Air Agency Reg. I, 12.03(c), *9/23/04, State Only*].

(c) All relative accuracy tests shall be subject to the provisions of Puget Sound Clean Air Agency Regulation I, Section 3.07 [Puget Sound Clean Air Agency Reg I:

12.03(g), 4/9/1998, Order of Approval 7438 Condition 4, 8/4/99] [Puget Sound Clean Air Agency Reg. I: 12.03(g), *9/23/04, State Only*].

(s) Off-Site Waste and Recovery NESHAP VOHAP Concentration Determination

Boeing shall prepare and maintain documentation to show that the average VOHAP concentration of each off-site material stream managed in the off-site material management unit remains at a level less than 500 ppmw. This concentration shall be based on the HAP content of the off-site material stream at the point-of-delivery. Boeing shall perform an initial determination of the average VOHAP concentration of each off-site material stream using the procedures specified in 40 CFR 63.694(b), EU 6.15, before the first time any portion of the off-site material stream is placed in the unit. Thereafter, Boeing shall review and update, as necessary, this determination at least once every 12 months following the date of the initial determination, February 1, 2000, for the off-site material stream. [40 CFR 63.683(b)(1)(iii) & (c)(1)(ii), 7/20/99]

(t) Off-Site Waste and Recovery NESHAP Annual HAP Quantity Determination

Boeing shall prepare and maintain documentation at the plant site to support the initial determination that the total annual quantity of HAP contained in off-site material received at the plant site is less than 1 megagram (2200 pounds) per year. This total annual HAP quantity for the off-site material shall be based on the total quantity of the HAP listed in Table 1 of 40 CFR Part 63 Subpart DD as determined at the point-of-delivery for each off-site material stream. A new determination shall be made when the extent of changes to the quantity or composition of the off-site material received at the plant site could cause the total annual HAP quantity in the off-site material to exceed the limit of 1 megagram per year. [40 CFR 63.680(d), 7/20/99]

(u) Wood Furniture Manufacture

Boeing shall keep purchase or usage records to document that the facility is an incidental wood furniture manufacturer, as defined by 40 CFR 63.801. These records shall show the monthly use of finishing materials or adhesives used for the manufacture of wood furniture or wood furniture components at the Boeing Everett facility.

[40 CFR 63.800(a), 6/3/97]

(v) Reinforced Plastic Composites NESHAP Emission Factor Equations

The following equations shall be used, as applicable, to calculate organic HAP emission factors for specific open molding operations:

TABLE 1 OF SUBPART WWWW (EMISSION FACTORS)		
	EF for materials with < 33% organic HAP (19% organic HAP for nonatomized gel coat)	EF for materials with 33% or more organic HAP (19% for nonatomized gel coat)
Open molding Manual resin application		
Nonvapor suppressed resin	0.126*% HAP*2000	(0.286*%HAP)-0.0529)*2000
Vapor-suppressed resin	0.126*%HAP*2000*(1-(0.5*VSE factor))	(0.286*%HAP)-0.0529)*2000*(1-(0.5*VSE factor))
Open molding: Non-atomized mechanical resin application		
Nonvapor-suppressed resin	0.107*%HAP*2000	((0.157*%HAP)-0.0165)*2000
Vapor-suppressed resin	0.107*%HAP*2000*(1-(0.45*VSE factor))	((0.157*%HAP)-0.0165)*2000*(1-(0.45*VSE factor))
Open molding: Nonvapor-suppressed gel coat application		
Atomized spray application	0.446*%HAP*2000	((1.03646*%HAP)-0.195)*2000
Nonatomized spray application	0.185*%HAP*2000	((0.4506*%HAP)-0.0505)*2000

Note: With reference to the table above, the VSE factor means the percent reduction in organic HAP emissions expressed as a decimal measured by the VSE test method of appendix A of 40 CFR 63 Subpart WWWW, and % HAP means total weight percent of organic HAP (styrene, methyl methacrylate, and any other organic HAP) in the resin or gel coat prior to the addition of fillers, catalyst, and promoters. Input the percent HAP as a decimal.

[40 CFR Part 63 Subpart WWWW, Table 1, 8/26/05]

(w) Reinforced Plastic Composites NESHAP Individual Organic HAP Emission Factors Option

Calculate the actual organic HAP emissions factor for each different process stream within each operation type. A process stream is each individual combination of resin or gel coat, application technique, and control technique. Process streams within operations types are considered different from each other if any of the following four characteristics vary:

- the organic HAP content of the neat resin plus, or neat gel coat plus
- the gel coat type,
- the application technique, or
- the control technique.

Organic HAP emissions factors must be calculated for each different process stream by using the appropriate equations in Table 1 of 40 CFR 63 Subpart WWWW (II.A.2(v)) for open molding, or site-specific organic HAP emissions factors discussed in 40 CFR 63.5796 (EU 8.34). The emission factor calculation should include any and all emission reduction techniques used including any add-on controls. If vapor suppressants are used to reduce HAP emissions, Boeing must determine the vapor suppressant effectiveness by conducting testing according to the procedures specified of appendix A of 40 CFR 63 Subpart WWWW.
[40 CFR 63.5810(a)(1), 8/25/05]

If the calculated emission factor is less than or equal to the appropriate emission limit, Boeing has demonstrated that the process steam complies with the emission limit in Table 3 to Subpart WWWW. It is not necessary that all process streams, considered individually, demonstrate compliance to use this option for some process streams. However, for any individual resin or gel coat Boeing uses, to be used in any averaging calculations described in 40 CFR 63.5810(b) through (d), then all process steams using that individual resin or gel coat must be included in the averaging calculations. [40 CFR 5810(a)(2), 8/25/05]

(x) Reinforced Plastic Composites NESHAP Emissions Factor Averaging Option

Group the process streams described in 40 CFR 63.5810(a) by operation type and resin application method or gel coat type listed in Table 3 to Subpart WWWW and then calculate a weighted average emission factor based on the amounts of each individual resin or gel coat used for the last 12 months. To do this, sum the product of each individual organic HAP emissions factor calculated in 40 CFR 63.5810(a)(1) and the amount of neat resin plus and neat gel coat plus usage that corresponds to the individual factors and divide the numerator by the total amount of neat resin plus and neat gel coat plus used in that operation type as shown in Equation 2 below.

Equation 2:

$$\text{Actual Operation Organic HAP Emission Factor} = \frac{\sum_{i=1}^{n} \left(\text{Actual Process Stream EF}_i * \text{Material}_i\right)}{\sum_{i=1}^{n} \text{Material}_i}$$

Where:

$\text{Actual Process Stream Ef}_i$ = actual organic HAP emissions factor for process stream i, lbs/ton

Material_i = neat resin plus used during the last 12 calendar months for process stream i, tons

n = number of process streams where Boeing calculated an organic HAP emissions factor

[40 CFR 63.5810(a)(2)]

Boeing may, but is not required to, include process streams where Boeing has demonstrated compliance as described in 40 CFR 63.5810(a), subject to the limitations described in 63.5810(a)(2), and Boeing is not required to and should not include process streams for which Boeing will demonstrate compliance using the procedures in 63.5810(d). [40 CFR 63.5810(b)(1)(ii), 8/25/05]

Compare each organic HAP emissions factor calculated above with its corresponding organic HAP emission limits in Table 3 or 5 to Subpart WWWW. If all emissions factors are equal to or less than their corresponding emission limits, then compliance is achieved. [40 CFR 63.5810(b)(2), 8/25/05]

(y) Reinforced Plastic Composites NESHAP Weighted Average Emission Factor Option

Each month calculate the weighted average organic HAP emissions limit for all open molding operations and the weighted average organic HAP emissions limit for all centrifugal casting operations for the last 12-month period to determine the organic HAP emissions limit that must be met. To do this, multiply the individual organic HAP emissions limits in Table 3 or 5 to Subpart WWWW for each open molding (centrifugal casting) operation type by the amount of neat resin plus or neat gel coat plus used in the last 12 months for each open molding (centrifugal casting) operation type, sum these results, and then divide this sum by the total amount of neat resin plus and neat gel coat plus used in open molding (centrifugal casting) over the last 12 months as shown in Equation 3 below.

Equation 3:

$$\text{Weighted Avg Emiss Limit} = \frac{\sum_{i=1}^{n} \left(EL_i * Material_i\right)}{\sum_{i=1}^{n} Material_i}$$

Where:

ELi = organic HAP emissions limit for operation type i, lbs/ ton from Tables 3, or 5 to Subpart WWWW

Materiali = neat resin plus or neat gel coat plus used during the last 12-month period for operation type i, tons

n = number of operations

[40 CFR 63.5810(c)(1), 8/25/05]

Each month calculate the weighted average organic HAP emissions factor for open molding. To do this, multiply the actual open molding operation organic HAP emissions factors and the amount of neat resin plus and neat gel coat plus used in each open molding operation type, sum the results, and divide this sum by the total amount of neat resin plus and neat gel coat plus used in open molding operations as shown in Equation 4 below.

Equation 4:

$$\text{Actual Weighted Avg Organic HAP Emission Factor} = \frac{\sum_{i=1}^{n} \left(\text{Actual Operation EF}_i * \text{Material}_i\right)}{\sum_{i=1}^{n} \text{Material}_i}$$

Where:

Actual Individual EFi = Actual organic HAP emissions factor for operation type i, lbs/ton

Materiali = neat resin plus or neat gel coat plus used during the last 12 calendar months for operation type i, tons

n = number of operations

[40 CFR 63.5810(c)(2), 8/25/05]

Compare the values calculated pursuant to 40 CFR 63.5810(c)(1) and (2). If each 12-month rolling average organic HAP emissions factor is less than or equal to the corresponding 12-month rolling average organic HAP emissions limit, then Boeing is in compliance.

[40 CFR 63.5810(c)(3), 8/25/05]

(z) Reinforced Plastic Composites NESHAP Use of Same Resin Across Different Operations Option

For any combination of manual resin application or mechanical resin application, Boeing may elect to meet the organic HAP emissions limit for any one of these application methods and use the same resin in all of the resin application methods listed in 40 CFR 63.5810(d)(1). Table 7 to Subpart WWWW, shown below, presents the possible combinations based on a facility selecting the application process that results in the highest allowable organic HAP content resin. If the resin organic HAP content is below the applicable value shown in Table 7, the resin is in compliance. [40 CFR 63.5810(d)(1), 8/25/05]

TABLE 7 OF SUBPART WWWW		
If facility has following resin type and application method…	**The highest weight percent HAP content, organic HAP content, or weighted avg weight % organic HAP content Boeing can use for…**	**Is…**
CR/HS resins, nonatomized mechanical	CR/HS manual	48.0
Non CR/HS resins, nonatomized mechanical	Non CR/HS manual	38.5
Tooling resins, nonatomized mechanical	Tooling manual	91.4
Tooling resins, manual	Tooling atomized mechanical	45.9

Boeing may also use a weighted average organic HAP content for each application method described in 63.5810(d)(1). Calculate the weighted average organic HAP content monthly. Use Equation 2 in 63.5810(b)(1) except substitute organic HAP content for organic HAP emissions factor. Boeing is in compliance if the weighted average organic HAP content based on the last 12 months of resin use is less than or equal to the applicable organic HAP contents in Table 7. [40 CFR 63.5810(d)(2), 8/25/05]

Boeing may simultaneously use the averaging provisions in 63.5810(b) or (c) to demonstrate compliance for any operations and/or resins not included in compliance demonstrations in 63.5810(d)(1) or (2). However, any resins for which Boeing claims compliance under the option in 63.5810(d)(1) and (2) may not be included in any of the averaging calculations described in 63.5810(b) or (c). [40 CFR 63.5810(d)(3), 8/25/05]

Boeing does not have to keep records of resin use for any of the individual resins where Boeing demonstrates compliance under the option in 63.5810(d)(1) unless Boeing elects to include that resin in the averaging calculations described in 63.5810(d)(2). [40 CFR 63.5810(d)(4), 8/25/05]

(aa) Reinforced Plastic Composites NESHAP Initial Compliance

TABLE 8 OF SUBPART WWWW		
For…	That must meet the following organic HAP emissions limit…	Initial compliance will be demonstrated if…
Open molding operations	Must meet an organic HAP emissions limit shown in Table 3 of 40 CFR 63 Subpart WWWW (EU 8.48 through EU 8.53), or an organic HAP content limit	i) Boeing meets the appropriate organic HAP emissions limits for these operations as calculated using 40 CFR 62.5810 (EU 8.54 through EU 8.58) on a 12-month

	shown in Table 7 of 40 CFR 63 Subpart WWWW (II.A.2(z)).	rolling average basis, 1-year after the appropriate compliance date, or ii) Boeing demonstrates by using the appropriate values in Table 3 of 40 CFR 63 Subpart WWWW (EU 8.48 through EU 8.53) that all resins considered individually meet the appropriate organic HAP contents, or iii) Boeing demonstrates by using the appropriate values in Table 7 of 40 CFR 63 Subpart WWWW (II.A.2(z)) that the weighted average of all resins for each resin type and application method meet the appropriate organic HAP contents.

[40 CFR Part 63 Subpart WWWW, Table 8, 8/25/05]

TABLE 9 OF SUBPART WWWW		
For…	**That must meet the following standard…**	**Initial compliance will be demonstrated if…**
A closed or molding operation using compression/injection molding.	Uncover, unwrap or expose only one charge per mold cycle per compression/injection molding machine. Materials may be uncovered to feed to slitting machines. Materials must be recovered after slitting.	Boeing submits a certified statement in the notice of compliance status that only one charge is uncovered, unwrapped, or exposed per mold cycle per compression/injection molding machine, and materials are recovered after slitting.
A cleaning operation	Not use cleaning solvents that contain HAP, except that styrene may be used in cleaning systems, and organic HAP containing materials may be used to clean cured resin from application equipment. Application equipment includes any equipment that directly contacts resin between storage and applying resin to the mold or reinforcement.	Boeing submits a certified statement in the notice of compliance status that all cleaning materials, except styrene contained in closed systems, or materials used to clean cured resin from application equipment contain no HAP.
A HAP-containing materials storage operation	Keep containers that store HAP-containing materials closed or covered except during the addition or removal of materials. Bulk HAP-containing materials storage tanks may be vented as necessary for safety.	Boeing submits a certified statement in the notice of compliance status that all HAP-containing storage containers are kept closed or covered except when adding or removing materials, and that any bulk storage tanks are vented only as necessary for safety.
An existing or new mixing or BMC manufacturing	Use mixer covers with no visible gaps present in the mixer covers, except that gaps of up to 1 inch are permissible around mixer shafts and any required	Boeing submits a certified statement in the notice of compliance status that mixer covers are closed during mixing except when adding materials to the

TABLE 9 OF SUBPART WWWW		
For…	**That must meet the following standard…**	**Initial compliance will be demonstrated if…**
operation	instrumentation.	mixers, and that gaps around mixer shafts and required instrumentation are less than 1 inch.
An existing mixing or BMC manufacturing operation	Not actively vent mixers to the atmosphere while the mixing agitator is turning, except that venting is allowed during addition of materials, or as necessary prior to adding materials for safety.	Boeing submits a certified statement in the notice of compliance status that mixers are not actively vented to the atmosphere when the agitator is turning, except when adding materials or as necessary for safety.
An existing or new mixing or BMC manufacturing operation	Keep the mixer covers closed during mixing except when adding materials to the mixing vessels.	Boeing submits a certified statement in the notice of compliance status that mixers are closed except when adding materials to the mixing vessels.

[40 CFR Part 63 Subpart WWWW, Table 9, 8/25/05]

(bb) PSD 91-06 Amendment 2 Solvent Cleaner Monitoring and Recordkeeping Procedure

Boeing-Everett shall calculate VOC vapor pressure for monitoring compliance with Approval Conditions 10 and 11 according to the equation in Section 40 CFR 63.750(b) of Subpart GG, National Emission Standards for Aerospace Manufacturing and Rework Facilities. [PSD 91-06 Amendment 2 Condition 14, 6/13/05]

With respect to Approval Condition 14, Boeing shall keep the related calculations made to demonstrate compliance each time a solvent composition is changed pursuant to use in the operations described in Approval Conditions 10 (EU 3. 128) or 11 (EU 3. 129). [PSD 91-06 Amendment 2 Condition 18.2, 6/13/05]

(cc) Motor vehicle fueling station gasoline throughput

Boeing shall track the annual gasoline throughput.

[WAC 173-401-615(1)(b), 10/17/02]

(dd) Site Remediation

Boeing shall prepare and maintain documentation at the plant site to support the determination that the total annual quantity of HAP contained in all remediation materials from site-wide remediation activities is less than 1 megagram (2200 pounds) per year. This total annual HAP quantity shall be based on the total quantity of the HAP listed in Table 1 of 40 CFR 63 Subpart GGGGG. The documentation must include a description of the methodology and data used for determining the total HAP content of the remediation material.

[40 CFR 63.7811(c)(2), 11/29/06]

B. Operation and Maintenance (O&M) Plan Requirements.

Boeing's O&M Plan shall include equipment operation and maintenance procedures specifying how Boeing will assure continuous compliance with Puget Sound Clean Air Agency Regulations I, II and III. For insignificant emission units, refer to the requirements stated in Section II.A.1(e) Maintenance and Repair of Insignificant Emission Units of this permit. The plan shall reflect good industrial practice. In most instances, following the manufacturer's operations manual or equipment operational schedule, minimizing emissions until the repairs can be completed and taking measures to prevent recurrence of the problem may be considered good industrial practice. Determination of whether good industrial practice is being used will be based on available information such as monitoring results, opacity observations, review of operations and maintenance procedures, and checks of the emission unit or equipment. The specific provisions of the O&M Plan, other than those required by Condition Section II.A.1 and II.A.2(d), shall not be deemed part of this permit.

[WAC 173-401-615(1)(b), 10/17/02]

III. PROHIBITED ACTIVITIES

Boeing is prohibited from conducting, causing, or allowing the following activities:

A. Adjustment for Atmospheric Conditions

Varying the rate of emissions of a pollutant according to atmospheric conditions or ambient concentrations of that pollutant is prohibited, except as directed according to air pollution episode regulations. [WAC 173-400-205, 3/22/91]

B. Outdoor Burning

Boeing shall not conduct outdoor burning unless the burning is in compliance with WAC 173-425. The following types of fires are allowed, except during any stage of an air pollution episode or period of impaired air quality:

1. Recreational fires, as defined in WAC 173-425-030(21) and
2. Fires for instruction in the methods of fighting fires, provided that the person conducting the training fire complies with Puget Sound Clean Air Agency Regulation I, Section 8.07.

[Puget Sound Clean Air Agency Regulation I, Sections 8.04, 11/09/2000] [Puget Sound Clean Air Agency Regulation I, Section 8.07, 9/09/1999; WAC 173-425-020, 3/13/2000; WAC 173-425-030, 3/13/2000; WAC 173-425-050(3), 3/13/2000; RCW 70.94.743, 2004 c213 p1; RCW 70.94.650, 1998 c43 p1 and RCW 70.94.775(2), 1995 c362 p2 (*State only*)]

C. Refuse Burning

Boeing shall not cause or allow the burning of combustible refuse except in a multiple chamber incinerator provided with control equipment. Boeing shall not operate refuse burning equipment any time other than daylight hours. [Puget Sound Clean Air Agency Regulation I, Section 9.05, 12/9/93]

D. Concealment

1. General

Boeing shall not cause or allow the installation or use of any device or use of any means which, without resulting in a reduction in the total amount of air contaminant emitted,

conceals an emission of an air contaminant which would otherwise violate Puget Sound Clean Air Agency Regulation I, Article 9 or Chapter 173-400 WAC. [Puget Sound Clean Air Agency Regulation I, Section 9.13(a), 6/9/88; WAC 173-400-040(7), 9/20/93] [WAC 173-400-040(7), *2/10/05 state only*]

2. NSPS

Boeing shall not build, erect, install, or use any article, machine, equipment or process, the use of which conceals an emission which would otherwise constitute a violation of an applicable (40 CFR Part 60) standard. Such concealment includes, but is not limited to, the use of gaseous diluents to achieve compliance with an opacity standard or with a standard which is based on the concentration of a pollutant in the gases discharged to the atmosphere. [40 CFR 60.12, 3/8/74]

E. Masking

Boeing shall not cause or allow the installation or use of any device or use of any means designed to mask the emission of an air contaminant that causes detriment to health, safety or welfare of any person or conceals or masks an emission of an air contaminant that would otherwise violate Regulation I, Article 9 or Chapter 173-400 WAC. [WAC 173-400-040(7), 8/20/93] [Puget Sound Clean Air Agency Regulation I, Section 9.13(b), 6/9/88; and WAC 173-400-040(7), *2/10/05 (State Only)]*

F. Tampering

Boeing shall not render inaccurate any monitoring device or method required under Chapter 70.94 RCW, or any ordinance, resolution, regulation, permit, or order in force pursuant thereto. [WAC 173-400-105(8), 2/10/05]

G. False Statements

Boeing shall not make any false material statement, representation or certification in any form, notice, or report required under Chapter 70.94 RCW, or any ordinance, resolution, regulation, permit, or order in force pursuant thereto. [WAC 173-400-105(7), 2/10/05]

IV. ACTIVITIES REQUIRING ADDITIONAL APPROVAL

Where applicable, Boeing shall file notification and obtain the necessary approval from the Puget Sound Clean Air Agency before conducting any of the following:

A. New Source Review

Boeing shall not construct, install, establish, or modify an air contaminant source, except those sources that are excluded by Puget Sound Clean Air Agency Regulation I, Section 6.03, unless a "Notice of Construction and Application for Approval" has been filed with and approved by the Puget Sound Clean Air Agency. [Puget Sound Clean Air Agency Regulation I, Section 6.03, 9/12/96; 40 CFR 60.7, 2/12/99; 40 CFR 60.14, 10/17/00; 40 CFR 60.15, 12/16/75; 40 CFR 63.5, 4/5/02], [Puget Sound Clean Air Agency Regulation I, Section 6.01, 9/27/07; Puget Sound Clean Air Agency Regulation I, Section 6.03, 10/26/06; WAC 173-460-040, 1/14/94; RCW 70.94.152, 1996 c 67 §1, 1996 c 29p1 State/Puget Sound Clean Air Agency only]

Exemptions from the requirements to obtain Notice of Construction Orders of Approval under the 10/26/06 version of Puget Sound Clean Air Agency Reg. I Sections 6.03(b)(1)-(b)(9) and 6.03(c) are essentially equivalent to the exemption under Reg. I Section 6.03(b)(17) in the 9/12/96 version of regulation, except that a notification form must be submitted for changes that quality under sections 6.03(b)(1)-(b)(9) in the 10/26/06 version of the regulation.[19]

Spray gun cleaning operations require a Notice of Construction and Application for Approval only if the cleaning activity will be done in an area where such activity has not previously occurred. Reconstruction of an existing gun cleaning operation does not include replacing parts or equipment that do not involve capital expenditures of less than $5000.[20]

Spray booth upgrades and changes require a Notice of Construction and Application for

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[19] *May 6, 2002 email from Agata McIntyre, Puget Sound Clean Air Agency, to Jade Hudson, Boeing.*

[20] *January 18, 2002 letter from Jay Willenberg, Puget Sound Clean Air Agency, to Robin Bennett, Boeing.*

Approval when the upgrade or change results in a major change in the control technology or a change that increases emissions. Major changes include changing control technologies from waterwash to dry filters and increasing the airflow by more than 10 to 15%. Adding an additional stage to a dry filter to meet the Aerospace NESHAP or moving an existing booth to a new location within the same facility, while conducting the same activities, do no quality as major changes.[21]

Cold solvent cleaners using solvents that meet the volatility thresholds in Puget Sound Clean Air Agency Regulation I Section 6.03(c)(53) do not require a Notice of Construction and Application for Approval.[22]

Scrubber and baghouse upgrades and changes require a Notice of Construction and Application for Approval when the upgrade or change results in a major change of control equipment. Major changes include, but are not limited to, changes that increase airflow by more than 10 to 15% and changes that vent additional tanks or shops to the control equipment. Moving an existing scrubber or baghouse to a new location within the same facility, while conducting the same activities and not increasing the level of the emission generating activities, does no quality as a major change.[23]

B. Replacement or Substantial Alteration of Emission Control Technology

Boeing shall file a Notice of Construction and Application for Approval according to WAC 173-400-114 with the Puget Sound Clean Air Agency before replacing or substantially altering any emission control technology installed at the facility, except as provided in Puget Sound Clean Air Agency Reg. I Section 6.03. [Puget Sound Clean Air Agency Regulation I, Section 6.03, 11/19/92] [Puget Sound Clean Air Agency Regulation I, Section 6.01, 9/27/07; Puget Sound Clean Air Agency Regulation I, Section 6.03, 10/26/06; WAC 173-400-114, 9/20/93; RCW 70.94.153, 1991 c 199 §303 State/Puget Sound Clean Air Agency only]

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[21] *January 9, 1998 letter from Jay Willenberg, Puget Sound Clean Air Agency, to David Moore, Boeing.*

[22] *February 24, 2005 email from Steve Van Slyke, Puget Sound Clean Air Agency, to John Fosberg, Boeing.*

[23] *October 10, 2001 letter from Steve Van Slyke, Puget Sound Clean Air Agency, to Jade Hudson, Boeing.*

C. Asbestos

1. Boeing shall comply with 40 CFR 61.145 and 61.150 when conducting renovation or demolition activities at the facility. [40 CFR 61.145, 4/7/1993 and 61.150, 9/18/03]

2. Boeing shall comply with Puget Sound Clean Air Agency Regulation III, Article 4 when conducting any asbestos project, renovation or demolition activities at the facility. [Puget Sound Clean Air Agency Regulation III, Article 4, 3/22/07]

D. Spray Coating

1. Applicability. This section applies to spray-coating operations at facilities subject to Article 5 (Registration) or Article 7 (Operating Permits) of this regulation, where a coating that protects or beautifies a surface is applied with spray-coating equipment.

2. Exemptions. The following activities are exempt from the provisions of Sections 9.16(c) and (d) of this regulation. Persons claiming any of the following spray-coating exemptions shall have the burden of demonstrating compliance with the claimed exemption.

(1) Application of architectural or maintenance coatings to stationary structures (e.g., bridges, water towers, buildings, stationary machinery, or similar structures);

(2) Aerospace coating operations subject to 40 CFR Part 63, Subpart GG. This includes all activities and materials listed in 40 CFR 63.741(f);

(3) Use of high-volume, low-pressure (HVLP) spray guns when:

(A) spray-coating operations do not involve motor vehicles or motor vehicle components;

(B) the gun cup capacity is 8 fluid ounces or less;

(C) the spray gun is used to spray-coat less than 9 square feet per day per facility;

(D) coatings are purchased in containers of 1 quart or less; and

(E) spray-coating is allowed by fire department, fire marshal, or other government agency requirements.

(4) Use of air-brush spray equipment with 0.5 to 2.0 CFM airflow and a maximum cup capacity of 2 fluid ounces;

(5) Use of hand-held aerosol spray cans with a capacity of 1 quart or less; or

(6) Indoor application of automotive undercoating materials using organic solvents having a flash point in excess of 100°F.

3. General Requirements for Indoor Spray-Coating Operations. It shall be unlawful for any person subject to the provisions of this section to cause or allow spray-coating inside a structure, or spray-coating of any motor vehicles or motor vehicle components, unless the spray-coating is conducted inside an enclosed spray area. The enclosed spray area shall employ either properly seated paint arresters, or water-wash curtains with a continuous water curtain to control the overspray. All emissions from the spray-coating operation shall be vented to the atmosphere through an unobstructed vertical exhaust vent.

4. General Requirements for Outdoor Spray-Coating Operations. It shall be unlawful for any person subject to the provisions of this section to cause or allow spray-coating outside an enclosed structure unless reasonable precautions are employed to minimize the overspray. Reasonable precautions include, but are not limited to the use of:

(1) Enclosures and curtailment during high winds; and

(2) High-volume low pressure (HVLP), low-volume low-pressure (LVLP), electrostatic, or air-assisted airless spray equipment. Airless spray equipment may be used where low viscosity and high solid coatings preclude the use of higher-transfer efficiency spray equipment.

5. Compliance with Other Regulations. Compliance with this regulation does not exempt any person from compliance with Regulation I, Section 9.11 and all other applicable regulations including those of other agencies.

[Puget Sound Clean Air Agency Regulation I, Section 9.16, 2/22/07]

V. STANDARD TERMS AND CONDITIONS

A. Duty to comply

Boeing shall comply with all conditions of this permit. Any permit noncompliance constitutes a violation of Chapter 70.94 RCW and, for federally enforceable provisions, a violation of the Federal Clean Air Act (FCAA). Such violations are grounds for enforcement action; for permit termination, revocation and reissuance, or modification; or for denial of a permit renewal application. [Puget Sound Clean Air Agency Regulation I, Section 7.05, 10/28/93; WAC 173-401-620(2)(a), 11/4/93]

B. Permit actions

This permit may be modified, revoked, reopened and reissued, or terminated for cause. The filing of a request by Boeing for a permit modification, revocation and reissuance, or termination, or of a notification of planned changes or anticipated noncompliance does not stay any permit condition. [WAC 173-401-620(2)(c), 11/4/93]

C. Property rights

This permit does not convey any property rights of any sort, or any exclusive privilege. [WAC 173-401-620(2)(d), 11/4/93]

D. Duty to provide information

Boeing shall furnish to the Puget Sound Clean Air Agency, within a reasonable time, any information that the Puget Sound Clean Air Agency may request in writing to determine whether cause exists for modifying, revoking and reissuing, or terminating the permit or to determine compliance with the permit. Upon request, Boeing shall also furnish to the Puget Sound Clean Air Agency copies of records required to be kept by the permit or, for information claimed to be confidential, Boeing may furnish such records directly to EPA Region 10 along with a claim of confidentiality. The Puget Sound Clean Air Agency shall maintain the confidentiality of such information in accordance with RCW 70.94.205. [WAC 173-401-620(2)(e), 11/4/93]

E. Permit fees

Boeing shall pay fees as a condition of this permit in accordance with Puget Sound Clean Air Agency Regulation I, Article 7. Failure to pay fees in a timely fashion shall subject Boeing to civil and criminal penalties as prescribed in Chapter 70.94 RCW. [WAC 173-401-620(2)(f), 11/4/93]

F. Emissions trading

No permit revision shall be required, under any approved economic incentives, marketable permits, emissions trading, and other similar programs or processes for changes that are provided for in this permit. [WAC 173-401-620(2)(g), 11/4/93]

G. Severability

If any provision of this permit is held to be invalid, all unaffected provisions of the permit shall remain in effect and be enforceable. [WAC 173-401-620(2)(h), 11/4/93]

H. Permit appeals

This permit or any condition in it may be appealed only by filing an appeal with the Pollution Control Hearings Board and serving it on the Puget Sound Clean Air Agency within thirty days of receipt, pursuant to RCW 43.21B.310 and WAC 173-401-735. The provision for appeal in this section is separate from and additional to any federal rights to petition and review found under 40 CFR 505(b) of the FCAA. [WAC 173-401-620(2)(i), 11/4/93, and WAC 173-401-735, 5/3/97]

I. Permit continuation

This permit and all terms and conditions contained therein, including any permit shield provided under WAC 173-401-640, shall not expire until the renewal permit has been issued or denied if a timely and complete application has been submitted. An application shield granted under WAC 173-401-705(2) shall remain in effect until the renewal permit has been issued or denied if a timely and complete permit application has been submitted. [WAC 173-401-620(2)(j), 11/4/93]

J. Federal enforceability

All terms and conditions of this permit are enforceable by the EPA administrator and by citizens under the FCAA, except for those terms and conditions designated in the permit as not federally enforceable [WAC 173-401-625, 11/4/93]

K. Inspection and entry

Upon presentation of credentials and other documents as may be required by law, Boeing shall allow the Puget Sound Clean Air Agency or an authorized representative to:

1. Enter Boeing's premises or where records must be kept under the conditions of this permit;

2. Have access to and copy, at reasonable times, any records that must be kept under the conditions of the permit;

3. Inspect at reasonable times any facilities, equipment (including monitoring and air pollution control equipment), practices or operations regulated or required under the permit; and

4. As authorized by WAC 173-400-105 and the FCAA, sample or monitor at reasonable times substances or parameters for the purpose of assuring compliance with the permit or applicable requirements.

[WAC 173-401-630(2), 11/4/93; Puget Sound Clean Air Agency Regulation I, Section 3.05, 2/10/94] [RCW 70.94.200 *1987* c109 §38 *(State only)*]

L. Compliance requirements

1. Boeing shall continue to comply with all applicable requirements with which the source is currently in compliance. Boeing shall meet on a timely basis any applicable requirements that become effective during the permit term. [WAC 173-401-630(3), 11/4/93; WAC 173-401-510(2)(h)(iii), 6/17/94]

2. For the applicable requirements with which Boeing is not currently in compliance, Boeing shall comply with the elements of the compliance schedule established pursuant to WAC 173-401-630(3).

M. Compliance certifications

Boeing Everett shall submit a certification of compliance with the terms and conditions contained in this permit, including emission limitations, standards, or work practices once per year. The certification of compliance shall be submitted to the Puget Sound Clean Air Agency in electronic format as an attachment to an e-mail message addressed to facilitysubmittal@pscleanair.gov (or any other email address identified by the Agency) by February 28th of each calendar year for the previous calendar year. The date the document is received by the Agency e-mail system is considered the submitted date of the report. An email message to the Agency with a link to a file-sharing or folder-sharing site requiring a document download by the Agency will not meet the requirement in this section.

Boeing Everett shall also submit a hardcopy to EPA Region 10 by February 28 at the address below unless the document is required by regulation to be submitted via a Cross-Media Electronic Reporting Regulation (CROMERR) compliant system. If the document(s) must be submitted via CROMERR, it must be submitted electronically via the Compliance and Emissions Data Reporting Interface (CEDRI) section of the Central Data Exchange (CDX).

Clean Air Act Compliance Manager
US EPA Region 10, Mail Stop: 20-C04
1200 Sixth Avenue, Suite 155
Seattle, Washington 98101

Each certification shall include the following:

1. The identification of each term or condition of the permit that is the basis of the certification;

2. The compliance status;

3. Whether compliance was continuous or intermittent; and

4. The method(s) used for determining the compliance status of the source, currently and over the reporting period consistent with WAC 173-401-615(3)(a).

[WAC 173-401-630(5), 3/5/16 (State Only)] [PSCAA Reg. I, Section 7.09(c), 10/26/23]

N. Compliance determination

1. Emission Testing - General

i) For the purpose of determining compliance with an emission standard, the Puget Sound Clean Air Agency or Ecology may conduct testing of an emission unit or require Boeing to have it tested. In the event the Puget Sound Clean Air Agency or Ecology conduct the test, Boeing shall be given an opportunity to observe the sampling and to obtain a sample at the same time. [Puget Sound Clean Air Agency Regulation I, Section 3.05(b), 2/10/94; WAC 173-400-105(4), 8/20/93][WAC 173-400-105(4), 2/10/05]

ii) Testing of sources for compliance with emissions standards shall be performed in accordance with the Reference Test Methods identified in Section I of this permit, except where this permit indicates that a specific Reference Test Method is not needed or appropriate. [Puget Sound Clean Air Agency Regulation I, Section 3.07(a), *3/23/06 (State only)*]

iii) Boeing shall notify the Puget Sound Clean Air Agency in writing at least 21 days prior to any compliance test in order to provide the Puget Sound Clean Air Agency an opportunity to review the test plan and to observe the test. Notification of a compliance test shall be submitted on forms provided by the Agency. Test notifications using the Agency forms do not constitute test plans. Compliance with this notification provision does not satisfy any obligation found in an order or other regulatory requirement to submit a test plan for Agency review. Notification under Section 3.07(b) of this regulation does not waive or modify test notification requirements found in other applicable regulations.[Puget Sound Clean Air Agency Regulation I, Section 3.07(b), *3/23/06 (State only)*]

iv) Boeing, if required by the Puget Sound Clean Air Agency to perform a

compliance test, shall submit a report to the Puget Sound Clean Air Agency no later than 60 days after the test. The report shall include:

(a) A description of the source and the sampling location;

(b) The time and date of the test;

(c) A summary of results, reported in units and for averaging periods consistent with the applicable emission standard;

(d) A description of the test methods and quality assurance procedures employed;

(e) The amount of fuel burned or raw material processed by the source during the test;

(f) The operating parameters of the source and control equipment during the test;

(g) Field data and example calculations; and

(h) A statement signed by the senior management official of the testing firm certifying the validity of the source test report.

[Puget Sound Clean Air Agency Regulation I, Section 3.07(c), *3/23/06 (State only)*]

2. Emission Testing - New Source Performance Tests

(a) At such times as may be required by the EPA Administrator under section 114 of the Act, Boeing Everett shall conduct performance test(s) of the emission units in Section I.B.4 NSPS - Fuel Burning Equipment and furnish the Control Officer [24] a written report of the results of such performance test(s). [40 CFR 60.8(a), 2/12/99]

(b) Performance tests shall be conducted and data reduced in accordance with the test methods and procedures contained in each applicable subpart unless the EPA Administrator:

[24] *According to the Dec. 13, 2006 NSPS delegation letter from Richard Albright, US EPA, to Dennis McLerran, Puget Sound Clean Air Agency, Puget Sound Clean Air Agency is the sole recipient of all NSPS notifications and reports, unless EPA requests such notifications and reports from sources.*

(1) Specifies or approves, in specific cases, the use of a reference method with minor changes in methodology;

(2) Approves the use of an equivalent method;

(3) Approves the use of an alternative method the results of which have been determined to be adequate for indicating whether a specific source is in compliance;

(4) Waives the requirement for performance tests because Boeing Everett has demonstrated by other means to the EPA Administrator's satisfaction that the affected facility is in compliance with the standard; or

(5) Approves shorter sampling times and smaller sample volumes when necessitated by process variables or other factors. Nothing in this paragraph shall be construed to abrogate the EPA Administrator's authority to require testing under Section 114 of the Act.

[40 CFR 60.8(b), 2/12/99]

(c) Performance tests shall be conducted under such conditions as the EPA Administrator or the Control Officer shall specify to Boeing Everett based on representative performance of the affected facility. Boeing Everett shall make available to the EPA Administrator and Control Officer such records as may be necessary to determine the conditions of the performance tests. Operations during periods of startup, shutdown, and malfunction shall not constitute representative conditions for the purpose of a performance test nor shall emissions in excess of the level of the applicable emission limit during periods of start-up, shutdown, and malfunction be considered a violation of the applicable emission limit unless otherwise specified in the applicable standard. [40 CFR 60.8(c), 2/12/99]

(d) Boeing Everett shall provide the Control Officer at least 30 days prior notice of any performance test to afford the Control Officer the opportunity to have an observer present. If after 30 days notice for an initially scheduled performance test there is a delay (due to operational problems, etc.) in conducting the scheduled performance test, Boeing Everett shall notify the Control Officer as soon as possible of any delay in the original test date, either by providing at least 7 days prior notice of the rescheduled date of the performance test, or by arranging a rescheduled date with

the Control Officer by mutual agreement. [40 CFR 60.8(d), 2/12/99]

(e) Boeing Everett shall provide, or cause to be provided, performance testing facilities as follows:

(1) Sampling ports adequate for test methods applicable to such facility. This includes (i) constructing the air pollution control system such that volumetric flow rates and pollutant emission rates can be accurately determined by applicable test methods and procedures, and (ii) providing a stack or duct free of cyclonic flow during performance tests, as demonstrated by applicable test methods and procedures;

(2) Safe sampling platform(s);

(3) Safe access to sampling platform(s); and

(4) Utilities for sampling and testing equipment.

[40 CFR 60.8(e), 2/12/99]

(f) Each performance test shall consist of three separate runs using the applicable test method. Each run shall be conducted for the time and under the conditions specified in the applicable standard. For the purpose of determining compliance with an applicable standard, the arithmetic means of results of the three runs shall apply. In the event that a sample is accidentally lost or conditions occur in which one of the three runs must be discontinued because of forced shutdown, failure of an irreplaceable portion of the sample train, extreme meteorological conditions, or other circumstances, beyond Boeing Everett's control, compliance may, upon the EPA Administrator's or Control Officer's approval, be determined using the arithmetic mean of the results of the two other runs. [40 CFR 60.8(f), 2/12/99]

3. Testing – Gasoline Station

The tests listed in Table 3 of Puget Sound Clean Air Agency Regulation II Section 2.07(f) are exempt from the requirements of Puget Sound Clean Air Agency Regulation I Section 3.07. However, persons performing such tests must notify the Agency in writing at least 72 hours prior to conducting a test to provide the Agency an opportunity to observe the test. [Puget Sound Clean Air Agency Regulation II Section 2.07(f)(2)(B), 9/27/07]

4. Credible Evidence

For the purpose of submitting compliance certifications or establishing whether or not a person has violated or is in violation of this permit, nothing in Puget Sound Clean Air Agency Regulation I, shall preclude the use, including the exclusive use, of any credible evidence or information relevant to whether a source would have been in compliance with applicable requirements if the appropriate performance or compliance test or procedure had been performed. [Puget Sound Clean Air Agency Regulation I, Section 3.06 10/08/98]

O. Recordkeeping

1. General

Boeing shall maintain the following, where applicable:

(1) Records of required monitoring information that include the following:

i) The date, place as defined in the permit, and time of sampling or measurements;

ii) The date(s) analyses were performed;

iii) The company or entity that performed the analyses;

iv) The analytical techniques or methods used;

v) The results of such analyses; and

vi) The operating conditions existing at the time of sampling or measurement.

[WAC 173-401-615(2), 10/17/02]

(2) Records describing changes made at the source that result in emissions of a regulated air pollutant subject to an applicable requirement, but not otherwise regulated under the permit, and the emissions resulting from those changes. [WAC 173-401-615(2), 10/17/02]

(3) Records of all monitoring data and support information required by this permit shall be retained by Boeing for a period of five years from the date of the monitoring, sample, measurement, record or application. Support information includes all calibration and

maintenance records and all original strip-chart recordings for continuous monitoring instrumentation, and copies of all reports required by the permit. [WAC 173-401-615(2), 10/17/02]

(4) Boeing shall document all inspections, tests and other actions required by Section II.A , including who conducted the inspection, tests or other actions; and the date and the results of the inspection, tests or other actions including corrective actions. All records required under this item will be available for Puget Sound Clean Air Agency review. [Puget Sound Clean Air Agency Regulation I, Section 7.09(b), 9/10/98]

(5) Boeing shall keep records for all complaints received concerning odor, fugitive emissions or nuisance relating to Section II of this permit. These records must also contain the following information:

i) The date and time of the complaint,

ii) The name of the person complaining, if known,

iii) The nature of the complaint, and

iv) The date, time and nature of any corrective action taken.

[WAC 173-401-615(2) , 10/17/02]

2. Specific

(a) NESHAP

For the requirements of 40 CFR 63 Subparts DD, GG, and WWWW, Boeing shall retain at least two years of records on site. The remaining three years of data may be retained off site. Boeing shall kept records in hard copy or computer readable form including, but not limited to, paper, microfilm, on a computer, computer floppy disk, magnetic tape, or microfiche. [40 CFR 63.5920, 4/21/03; 40 CFR 63.10(b)(1), 4/20/06]

(b) Boilers

(i) NSPS

All records required under 40 CFR 60.49b, as applicable, shall be maintained for a period of 2 years following the date of such record. [40 CFR 60.49b(o), 11/16/06]

(ii) Puget Sound Clean Air Agency Reg. I Section 12.03

All records required under Puget Sound Clean Air Agency Regulation I Section 12.03 shall be retained for at least 2 years, including copies of all reports submitted to the Agency and records of all repairs, adjustments, and maintenance performed on the monitoring system. All such data collected after October 1, 1998 shall be retained for at least 5 years. [Puget Sound Clean Air Agency Regulation I Section 12.03(e), *9/23/04 (State Only)*]

(c) Reinforced Plastic Composites NESHAP Records

Boeing shall keep the following records as applicable:

- A copy of each notification and report submitted to comply with this subpart, including all documentation supporting any Initial Notification or Notification of Compliance Status that Boeing submitted, according to the requirements in 40 CFR 63.10(b)(2)(xiv).
- Records of performance tests, design, and performance evaluations as per 40 CFR 63.10(b)(2).

- Boeing shall keep all data, assumptions, and calculations used to determine organic HAP emissions factors or average organic HAP contents for operations in Tables 3 and 7 of 40 CFR 63 Subpart WWWW.
- Boeing shall keep a certified statement of compliance with the work practice requirements of 40 CFR 63 Subpart WWWW Table 4.

[40 CFR 63.5915 (8/25/05)]

Records to demonstrate continuous compliance:

- Boeing must collect and keep records of resin use, organic HAP content, and operation where the resin is used if meeting any organic HAP emissions limits based on a limit in 40 CFR 63 Subpart WWWW Tables 3 (EU 8.48 through EU 8.53). Boeing must collect and keep records of resin use, organic HAP content, and operation where the resin is used if meeting any organic HAP content limits in 40 CFR 63 Subpart WWWW Table 7 (II.A.2(z)), if Boeing is averaging organic HAP contents. Resin use records may be based on purchase records if Boeing can reasonably estimate how the resin is applied. The organic HAP content records may be based on MSDS or on resin specifications supplied by the resin supplier. [40 CFR 63.5895(c) (8/25/05)]
- If Boeing initially demonstrates that all resins individually meet the applicable organic HAP emissions limits, or organic HAP content limits, then resin use records are not required. However, Boeing must include a statement in each compliance report that all resins still meet the organic HAP limits for compliant resins shown in 40 CFR 63 Subpart WWWW Tables 3 (EU 8.48 through EU 8.53) or 7 (II.A.2(z)). If after this initial demonstration, Boeing changes to a higher organic HAP resin or increase the resin organic HAP content, or changes to a higher-emitting resin application method, then Boeing must either again demonstrate that all resins still meet the applicable organic HAP emissions limits, or begin collecting resin use records and calculate compliance on a 12-month rolling average. [40 CFR 63.5895(d), 8/25/05]

(d) Gasoline Station

Boeing shall keep records required by Puget Sound Clean Air Agency Regulation II

Section 2.07 on-site at the facility and available for inspection for at least 2 years after the date the record was made. These reports include:

- Results of each Stage 1 vapor recovery system self-inspection
- Self-inspection training reports (if applicable)
- Results of each Stage 2 vapor recovery system self-inspection (if applicable)

[Puget Sound Clean Air Agency Reg. II Section 2.07(c)(5)(B), (d)(5)(B), (e)(4), and (f)(5) 9/27/07]

P. Data recovery

1. General Data Recovery

If the specific monitoring and recordkeeping requirements in Section II of this permit are silent on data recovery provisions then data recovery is assumed to be 100%. However, no data need be collected during any period that the monitored process does not operate. [WAC 173-401-615(1)(b), 10/17/02]

2. Data Recovery Exceptions

This section applies to the following monitoring and recordkeeping requirements in Section II of this permit.

- II.A.2(d)(ii) Spray Booths and Other Particulate Control Booths
- II.A.2(d)(iv) Steam Generating Boilers
- II.A.2(d)(v) Cyclones, Baghouses, Vacuum Producers, and Abrasive Blast Booths

For the above listed the following applies.

(1) Boeing shall collect at least the following amount of valid data:

(a) For records or monitoring data that are required daily or more frequently, Boeing shall collect at least 90% of all records or data required in a month.

(b) For records or monitoring data that are required monthly or more frequently (yet less frequently than daily), Boeing shall collect at least nine of the most recent ten required records.

(2) The Deviation Reports required by Section V.Q.1(b) shall include an explanation for any instance in which Boeing failed to meet the data recovery requirements of this condition for any monitored process or parameter and any instances of reconstructing lost data. The explanation shall include the reason that the data was not collected and any actions that Boeing will take to insure collection of such data in the future.

(3) Failure to recover the required amount of monitoring may be excused from penalty during any periods of monitoring system breakdown, malfunction, repairs, calibration checks and acts of God deemed to be unavoidable. In determining whether a monitoring failure was unavoidable, the following factors shall be considered:

(a) Whether the event was caused by poor or inadequate design, operation, maintenance, or any other reasonably preventable condition;

(b) Whether the event was of a recurring pattern indicative of inadequate design, operation, or maintenance; and

(c) Whether Boeing took immediate and appropriate corrective action in a manner consistent with good air pollution control practice.

(4) The occasional and unintentional loss or omission of required records shall not constitute a reportable permit deviation, provided Boeing, upon discovery of the missing or omitted records, is able to reconstruct the required information from other available information or knowledge or the missing or omitted record is otherwise allowed by this permit.

[WAC 173-401-615(1)(b), 10/17/02]

3. CEMS Data Recovery

Boeing shall recover valid hourly CEMS monitoring data for at least 95% of the hours

that Boiler No. 4, 5, or 6 is operated during each calendar month except for periods of monitoring system downtime, provided that Boeing demonstrates that the downtime was not a result of inadequate design, operation, or maintenance, or any other reasonably preventable condition, and any necessary repairs to the monitoring system are conducted in a timely manner. [Regulation I, Section 12.03(b), 4/9/98] [Regulation I, Section 12.03(b), *9/23/04 (State only)*]

Q. Reporting

1. General Reports

(a) Semiannual Operating Permit Reports

Any monitoring reports required by this permit to be submitted to the Puget Sound Clean Air Agency shall be submitted at least once every six months, or more frequently where required by an applicable requirement and received at Puget Sound Clean Air Agency or postmarked no later than August 30 for period January 1-June 30 and February 28 for period July 1-December 31. All instances of deviations from permit requirements must be clearly identified in such reports. If there were no deviation Boeing must submit a report stating that, there were no deviations. [WAC 173-401-615(3)(a), 10/17/02]

(b) Deviation Reports

Boeing shall report in writing to Puget Sound Clean Air Agency Operating Permit Certification all instances of deviations from the permit requirements, including those attributable to upset conditions as defined in this permit, the probable cause of the deviations, and any corrective actions or preventive measures taken. "Deviation" means any situation in which an emission unit fails to meet a permit term or condition. Boeing shall maintain a contemporaneous record of all deviations. Boeing shall report any deviations to the Puget Sound Clean Air Agency that represent a potential threat to human health or safety by FAX (206-343-7522) soon as possible but no later than 12 hours after such a deviation is discovered. Boeing shall report other deviations in writing to Puget Sound Clean Air Agency Operating Permit Certification on a monthly basis, within 30 days after the end of the month in which the deviation is discovered. Boeing is not required to submit a monthly report for months during which there were no deviations, except that if there are no deviations during a calendar half, Boeing must report that there were no deviations by August 30 for the

reporting period January 1 through June 30, and by February 28 for the reporting period between July 1 through December 31. [WAC 173-401-615(3)(b), 10/17/02; WAC 173-400-107(3), 9/20/93; PSD 91-06 Amendment 2, Condition 21, 6/13/05; PSD-05-02, Condition 10, 8/25/05]

For any excess emission that Boeing wants the Puget Sound Clean Air Agency to consider unavoidable, Boeing shall follow the procedures discussed in Section V.S Unavoidable excess emissions. [WAC 173-401-615(3)(b), 10/17/02; WAC 173-400-107, 9/20/93]

(c) Reporting Certification

Any application form, report, or compliance certification that is required to be certified by any applicable requirement or is submitted pursuant to this permit shall contain certification by a responsible official of truth, accuracy, and completeness. This certification and any other certification required under this permit shall state that, based on information and belief formed after reasonable inquiry, the statements and information in the document are true, accurate, and complete. [WAC 173-401-520, 11/4/1993]

The following application forms, reports, and compliance certifications must be certified upon submittal:

- Annual Air Operating Permit Compliance Certification (V.M Compliance certifications) (WAC 173-401-630(5) (11/4/93))
- Semi-annual Air Operating Permit Report (V.Q.1(a) Semiannual Operating Permit Reports) (WAC 173-401-615(3)(a) (10/17/02))
- Administrative Permit Amendment Requests (VI.B Administrative Permit Amendments) (WAC 173-401-720 (11/4/93))
- Minor Permit Modification Application (VI.E Permit Modification) (WAC 173-401-725 (11/4/93))
- Significant Permit Modification Application (VI.E Permit Modification) (WAC 173-401-725 (11/4/93))
- Aerospace NESHAP semiannual report(V.Q.3(b) Semiannual Compliance Certification

Reports) (40 CFR 63.753(b)(1) (9/1/98), 40 CFR 63.753(c)(1) (9/1/98), 40 CFR 63.9(i) (5/30/03))

- Aerospace NESHAP annual report (V.Q.3(c) Annual Compliance Certification Reports) (40 CFR 63.753(c)(2) (9/1/98), 40 CFR 63.9(i) (5/30/03))

- Reinforced Plastic Composites NESHAP Semiannual Report (V.Q.7(b) Semiannual Compliance Report) (40 CFR 63.5910 (8/25/05), 40 CFR 63 Subpart WWWW Table 14 (4/21/03), 40 CFR 63.9(i) (5/30/03))

For all other applications, forms, reports, and compliance certifications, the responsible official's certification needs only to be submitted once every six months, covering all required reporting since the date of the last certification, provided that the certification specifically identifies all documents subject to the certification. [WAC 173-401-615(3)(a), 10/17/02]

(d) Reporting Submittal

Boeing Everett shall submit complete copies of all required compliance reports to Puget Sound Clean Air Agency in electronic format as an attachment to an e-mail message to facilitysubmittal@pscleanair.gov (or any other email address identified by the Agency). The date the document is received by the Agency e-mail system shall be considered the submitted date of the report. Nothing in this condition waives or modifies any requirements established under other applicable regulations.

[PSCAA Reg. I, Section 7.09 (c), 10/26/23]

For all compliance certifications, test reports and monitoring reports required to be submitted to the US Environmental Protection Agency, a hard copy must be sent to the Clean Air Act Compliance Manager at the address below unless the document is required by regulation to be submitted via a Cross-Media Electronic Reporting Regulation (CROMERR) compliant system. If the document(s) must be submitted via CROMERR, it must be submitted electronically via the Compliance and Emissions Data Reporting Interface (CEDRI) section of the Central Data Exchange (CDX).

Clean Air Act Compliance Manager
US EPA Region 10, Mail Stop: 20-C04
1200 Sixth Avenue, Suite 155
Seattle, Washington 98101

2. Annual Emission Inventory Reporting

Boeing shall report annually to the Puget Sound Clean Air Agency for those air contaminants that are emitted in amounts equal to or exceeding the following (tons per year) during the previous calendar year:

1.	Carbon monoxide (CO) emissions	25
2.	Facility combined total of all toxic air contaminants (TAC) emissions	6
3.	Any single toxic air contaminant (TAC) emissions	2
4.	Nitrogen oxide (NO_X) emissions	25
5.	Particulate matter (PM_{10}) emissions	25
6.	Particulate matter ($PM_{2.5}$) emissions	25
7.	Sulfur oxide (SO_X) emissions	25
8.	Volatile organic compounds (VOC) emissions	25

Annual emissions rates shall be reported to the nearest whole ton per year for only those contaminants that equal or exceed the thresholds above. Boeing shall submit to the Puget Sound Clean Air Agency any additional information required by WAC 173-400-105(1) or Puget Sound Clean Air Agency Regulation III, Section 1.11. [Puget Sound Clean Air Agency Regulation I, Section 7.09(a), 9/10/1998]

3. Aerospace Manufacturing and Rework Facilities NESHAP -- Reporting/Notification

(a) Notification of Compliance Status Report

For new or reconstructed affected sources:

No later than 240 days after the startup date of a new or reconstructed affected source, or 60 days after the performance test (if one is performed), whichever is earlier, the facility shall submit a Notification of Compliance Status to Puget Sound Clean Air Agency Operating Permit Certification in accordance with 40 CFR Section 63.753(a)(1) and the applicable 40 CFR Section 63.9(h). [40 CFR Section 63.753(a)(1), 9/1/98 and 40 CFR Section 63.9(h), 5/30/02]

(b) Semiannual Compliance Certification Reports

Boeing shall submit a semiannual compliance certification report to Puget Sound Clean Air Agency Operating Permit Certification in accordance with 40 CFR 63.753(b)(1) and (c)(1) and V.Q.1 General Reports. [40 CFR 63.753(b)(1) and (c)(1), 9/1/98]

This semiannual report shall include the following:

1) Any instance where a noncompliant cleaning solvent is used for a nonexempt hand-wipe cleaning operation;

2) A list of any new cleaning solvents used for hand-wipe cleaning in the previous 6 months and, as appropriate, their composite vapor pressure or notification that they comply with the composition requirements specified in 40 CFR 63.744(b)(1);

3) Any instances where a noncompliant spray gun cleaning method is used;

4) Any instance where a leaking enclosed spray gun cleaner remains unrepaired and in use for more than 15 days;

5) If the cleaning operations have been in compliance for the semiannual period, a statement that the cleaning operations have been in compliance with the applicable standards;

6) For cleaning operations, a statement of compliance signed by a responsible company official certifying that the facility is in compliance with all applicable requirements;

7) For primers and topcoats where there is no averaging or a control device, each value of Hi and Gi that exceeds the applicable organic HAP or VOC content limit;

8) For primers and topcoats that are averaged, each value of Ha and Ga that exceeds the organic HAP or VOC content limit;

9) All times when a primer or topcoat application operation was not immediately shut down when the pressure drop or water flow rate was outside the limits;

10) If the primer and topcoat operations have been in compliance for the semiannual period, a statement that the operations have been in compliance with the applicable standards;

11) For depainting operations where the facility depaints more than 6 completed aircraft in a calendar year:

- Any 24-hour period where organic HAP were emitted from depainting aerospace vehicles, other than from exempt operations in 40 CFR 63.746(a), (b)(3), and (b)(5).

- Any new chemical strippers used at the facility during the reporting period and any stripper that undergoes reformulation, as well as their organic HAP content.

- A list of new and discontinued aircraft models depainted at the facility over the last 6 months and a list of the parts normally removed from depainting for each new aircraft model being depainted.

- If the depainting operation has been in compliance for the semiannual period, a statement that operations have been in compliance with the applicable standards.

(c) Annual Compliance Certification Reports

Boeing shall submit an annual compliance certification report to Puget Sound Clean Air Agency Operating Permit Certification by February 28 of each year for the period covering the preceding calendar year in accordance with 40 CFR 63.753(c)(2). [40 CFR 63.753(c)(2), 9/1/98]

The annual report shall list the number of times the pressure drop or water flowrate for each dry filter or water wash system was outside the limits and, if the facility depaints more than 6 completed aircraft in a calendar year, the average volume per aircraft of organic HAP-containing strippers or weight of organic HAP used for spot stripping and decal removal operations if it exceeds the limit specified in 40 CFR 63.746(b)(3). [40 CFR 63.753(c)(3), 9/1/98]

(d) Change in Information

Boeing shall provide in writing any change in the information that was already provided under 40 CFR Section 63.9 within 15 calendar days after the change in accordance with 40 CFR Section 63.9(j). [40 CFR Section 63.9(j), 5/30/03]

(e) Startup, Shutdown, and Malfunction Reports

For spray booths conducting a topcoat or primer operation regulated under 40 CFR 63.745(g), except for dry particulate filter systems operated per the manufacturer's instructions, Boeing shall submit to Puget Sound Clean Air Agency Operating Permit Certification the startup, shutdown, and malfunction report semiannually if a startup, shutdown or malfunction occurred in the semiannual period in accordance with 40 CFR Section 63.10(d)(5)(i) and Section V.Q.(1) of this permit. The report shall be delivered or postmarked by the 30th day following the end of each calendar half (or other calendar reporting period, as appropriate). [40 CFR Section 63.10(d), 4/20/06]

Boeing shall submit immediate startup, shutdown and malfunction reports to the Puget Sound Clean Air Agency if an action taken during a startup, shutdown or malfunction is not consistent with the procedures specified in the Startup, Shutdown and Malfunction Plan and the source exceeds any applicable emission limitation in the relevant standard. These reports shall be submitted within 30 days of the end of the month in which the

action occurred. [40 CFR 63.10(d)(5), 4/20/06]

4. Method 9A Reports

Boeing shall report to the Puget Sound Clean Air Agency results of all opacity monitoring using Ecology Method 9A within 30 days after the end of the month that the measurement occurred. These reports will be certified in accordance with V.Q.1.(c) at least semi-annually. [WAC 173-401-615(3)(a), 10/17/02]

5. Report of Problems not Corrected Within 24 Hours

If Boeing is reporting a problem (such as leak, out of range pressure drop, out of range pH, or other problem, as applicable) in lieu of correcting it or shutting down the associated equipment or activity in accordance with Sections II.A.1(b), II.A.1(c), II.A.1(d), II.A.1(f), II.A.2(d)(ii), II.A.2(d)(v) then Boeing shall report to the Agency in writing by facsimile (206-343-7522) to Puget Sound Clean Air Agency Attn.: Operating Permit Certification, the nature of the problem and Boeing's intent to continue operating while seeking to address the problem.

In addition, within 30 days after the end of the month in which the problem was reported under this section (V.Q.5), Boeing shall also submit either:

(a) A deviation report pursuant to V.Q.1(b) Deviation Reports; or

(b) A report indicating that after reasonable inquiry Boeing has determined that no deviation occurred and the basis for that determination.

All reports submitted pursuant to this Section V.Q.5 shall be certified in accordance with Section V.Q.1(c) Reporting Certification at least semi-annually.

Nothing in this Section V.Q.5 shall be construed to extend the deadlines for submitting deviation reports under Section V.Q.1(b) Deviation Reports, notifications of emergencies under Section V.R, or reports of unavoidable excess emissions under Section V.S.

[WAC 173-401-615(3), 10/17/02]

6. NSPS Fuel Burning Equipment Reporting Requirements

(a) NSPS Excess Emission and Monitoring Systems Performance Reports - Nitrogen Oxides & Opacity

For opacity and NOx for Boilers No. 4, No. 5, and No. 6, Boeing shall submit a Summary (and, if necessary, an Excess Emissions and Monitoring System) Report to the Puget Sound Clean Air Agency monthly[25]. Puget Sound Clean Air Agency Regulation I, Article 12 requires the following NSPS reporting on a monthly schedule, to be postmarked by the 30th day following each monthly reporting period. Reports must include:

- The magnitude of excess emissions computed in accordance with 40 CFR 60.13(h), the date and time of commencement and completion of each period of excess emissions, and the process operating time during the reporting period;
- Specific identification of each period of excess emissions that occurs during startups, shutdowns, and malfunctions of the affected facility along with the nature and cause of any malfunction (if known), the corrective action taken or preventive measures adopted;
- The date and time identifying each period during which the CEMS was inoperative except for zero and span checks and the nature of the system repairs or adjustments; and
- When no excess emissions have occurred or the CEMS has not been inoperative, repaired or adjusted, such information must be stated in the report.

[25] *According to the Dec. 13, 2006 NSPS delegation letter from Richard Albright, US EPA, to Dennis McLaren, Puget Sound Clean Air Agency, Puget Sound Clean Air Agency is the sole recipient of all NSPS notifications and reports, unless EPA requests such notifications and reports from sources.*

The excess emissions and monitoring systems performance summary report shall be submitted with in 30 days after each calendar month a boiler is operated, in the format shown below unless otherwise specified by the Control Officer:

SUMMARY REPORT

Company: _____

Address: _____

Process unit description: _____

Reporting period dates: from _____ to _____

Pollutant: (circle one) Opacity NO_X

Emission limitation: _____

Monitor manufacturer and Model No.: _____

Date of latest CEMS certification or audit: _____

Total source operating time in reporting period: _____

GASEOUS AND OPACITY EXCESS EMISSION AND MONITORING SYSTEM PERFORMANCE REPORT

For opacity, record all times in minutes. For gases, record all times in hours

EMISSION DATA SUMMARY	CEMS PERFORMANCE SUMMARY
1) Duration of excess emissions in reporting period due to:	4) CEMS downtime in reporting period due to:
a) Startup/shutdown..... _____	a) Monitor equipment malfunctions ..... _____
b) Control equipment problems ..... _____	b) Non-monitor equipment malfunctions _____
c) Process problems..... _____	c) Quality assurance calibration ..... _____
d) Other known causes ..... _____	d) Other known causes ..... _____
e) Unknown causes..... _____	e) Unknown causes..... _____
2) Total duration of excess emission ..... _____	5) Total CEMS downtime..... _____
3) Total duration of excess emission ..... _____% as % of source operating time	6) Total CEMS downtime ..... _____% as % of source operating time

Periods of excess emissions are defined as:

- All 6-minute periods during which opacity exceeds 20% except for one 6-minute period per hour of not more than 27%; and
- All 30-day periods during which NO_X exceeds 0.10 lb/MMBtu heat input for oil and 0.05 lb/MMBtu heat input for natural gas.

On a separate page, describe any changes since last quarter in the compliance monitoring system, process or controls.

I certify that the information contained in this report is true, accurate, and complete.

Name: _____

Signature: _____

Title: _____

Date: _____

One Summary (and, if necessary, one Excess Emissions and Monitoring System) Report form shall be submitted for each pollutant monitored at each affected facility.

- If the total duration of excess emissions for the reporting period is less than 1% of the total operating time for the reporting period and CEMS downtime for the reporting period is less than 5% of the total operating time for the operating period, only the summary report form shall be submitted and the excess emission report described in 40 CFR 60.7(c) does need not to be submitted.
- If the total duration of excess emissions for the reporting period is 1% or greater of the total operating time for the reporting period and CEMS downtime for the reporting period is 5% or greater of the total operating time for the operating period, both the summary report form and the excess emission report described in 40 CFR 60.7(c) shall be submitted.

[40 CFR 60.7(c) & (d), 2/12/1999;, 40 CFR 60.49b(h), 11/16/06; 40 CFR 60.49b(w), 11/16/06]

(b) NSPS NOx Emissions

Within 30 days after the end of each month, Boeing shall report to the Puget Sound Clean Air Agency the following information for each operating day for Boilers No. 4, No. 5, and No. 6:

1) Calendar date
2) The average hourly nitrogen oxides emission rates expressed as NO_2
3) The 30-day average nitrogen oxides emission rates calculated at the end of each steam generating unit operating day;
4) Identification of those days when the 30-day average nitrogen oxides emission rates are in excess of the nitrogen oxides emissions standards under 40 CFR 60.44b, with the reasons for such excess emissions as well as a description of corrective actions taken;
5) Identification of the steam generating unit operating days when pollutant data have not been obtained, including reasons for not obtaining sufficient data and a description of correction actions taken;
6) Identification of the times when emission data have been excluded from the calculation of average emission rates and the reasons for excluding data;
7) Identification of "F" factor used for calculation, method of determination, and type of fuel combusted.
8) Identification of the times when the pollutant concentration exceeded full span of the continuous monitoring system.
9) Description of any modifications to the continuous monitoring system that could affect the ability of the system to comply with performance Specification 2 or 3. and
10) Results of daily drift tests and quarterly accuracy assessments as required under Appendix F, Procedure 1.

[40CFR 60.49b(i), , 11/16/06]

(c) NOx Order of Approval Requirement

1) Within 30 days after the end of each month, Boeing shall report to Puget Sound Clean Air Agency, and as required by EPA Region 10, the following:
   (a) Any periods exceeding the limits listed in Order of Approval No. 7438
   (b) The total NOx emissions for the current month;
   (c) The rolling total NOx emissions for the preceding 12 months;
   (d) The total amount of back-up fuel consumed in the preceding 12 months;

(e) Whenever back-up fuel usage exceeds 0.40 million pounds for any 12-consecutive month period, report what portion of back-up fuel usage was combusted for curtailment versus testing.

This monthly report shall state the permit limits for each reportable parameter. Boeing may choose to report this information in a graphical format that is approved by the Puget Sound Clean Air Agency.

[Order of Approval No. 7438, Condition 12, 8/4/99; PSD 92-05 Amendment 2 Condition 9, 6/22/99]

2) For each time period that the limits in Order of Approval No. 7438 are exceeded, Boeing shall report to Puget Sound Clean Air Agency, and as required by EPA Region X, the Following:

(a) The date and time of the occurrence;

(b) The magnitude and duration the occurrence:

(c) The cause of the exceedance;

(d) Actions taken to prevent the reoccurrence.

[PSD 92-05 Amendment 2 Condition 10, 6/22/99]

(d) SO_2

Reports shall be submitted to Puget Sound Clean Air Agency 30 days after the end of each calendar quarter certifying that only very low sulfur oil was combusted in Boilers No. 4, No. 5, and No. 6. [40 CFR 60.49b(j) (r), and (w), 11/16/06]

7. Reinforced Plastic Composites NESHAP Reporting/Notification

(a) Initial Compliance Notifications

Boeing must submit all of the applicable notifications in 40 CFR 63 Subpart WWWW Table 13 by the dates specified in Table 13. [40 CFR 63.5905(a) (4/21/03)]

TABLE 13 OF SUBPART WWWW

If Boeing…	Boeing must submit…	By this date…
Qualifies for a compliance extension as specified in 63.9(c)	A request for a compliance extension as per 40 CFR 63.9(c) (EU 8.18)	120 days before compliance date. (Existing source compliance date is April 21, 2006.)
Is complying with organic HAP emission limits averaging provisions	A notification of compliance status as per 40 CFR 63.9(h) (EU 8.19)	No later than 1 year plus 30 days after compliance date. (Existing source compliance date is April 21, 2006.)
Is complying with organic HAP content limits, application equipment requirements, or organic HAP emission limit other than organic HAP emissions limit averaging	A notification of compliance status as specified in 40 CFR 63.9(h) (EU 8.19)	No later than 30 days after compliance date. (Existing source compliance date is April 21, 2006.)

(b) Semiannual Compliance Report

Boeing shall submit a semiannual compliance certification reports to Puget Sound Clean Air Agency Operating Permit Certification in accordance with 40 CFR 63.5910 and V.Q.1 General Reports. [40 CFR 63 Subpart WWWW Table 14, 4/21/03; 40 CFR 63.5910(a), 8/25/05]

Compliance reports must cover the semiannual reporting period from January 1 through June 30 or the semiannual reporting period from July 1 through December 31 and must be postmarked or delivered no later than August 30 or February 28, whichever date is the first date following the end of the semiannual reporting period. [40 CFR 63.5910(b)(3), (b)(4), & (b)(5) (8/25/05), 40 CFR 63 Subpart WWWW Table 14 (4/21/03)]

The semiannual compliance report must contain:

- Company name and address. [40 CFR 63.5910(c), 8/25/05]

- Statement by a responsible official with that official's name, title, and signature, certifying the truth, accuracy, and completeness of the content of the report. [40 CFR 63.5910(c), 8/25/05]

- Date of the report and beginning and ending dates of the reporting period. [40 CFR 63.5910(c), 8/25/05]

- If there are no deviations from any organic HAP emissions limitations (emissions limit, operating limit, opacity limit, and visible emission limit) that apply to Boeing, and there are no deviations from the requirements for work practice standards in Table 4 to this subpart (EU 8.42 through EU 8.47),a statement that there were no deviations from the organic HAP emissions limitations or work practice standards during the reporting period. [40 CFR 63.5910(c), 8/25/05; 40 CFR 63 Subpart WWWW Table 14, 4/21/03]

- A list of resins and gel coats that, as applied, individually meet their applicable emission as defined in 40 CFR 63.5810(a) and identification of their application methods. [40 CFR 63.5895(d), 8/25/05]

- If complying with the organic HAP emission limits through each resin and gel coat individually meeting the applicable organic HAP emissions limits or organic HAP content limits, then include in each compliance report a statement that all resins and gel coats meet the organic HAP limits for compliant resins and gel coats shown in Table 3 or 7 to Subpart WWWW. [40 CFR 63.5895(d), 8/25/05; 40 CFR 63.5900(a)(2) & (a)(3), 8/25/05]

- If a deviation from any emission limitation (emission limit, operating limit, or work practice standard) occurred, Boeing shall include the information listed in 40 CFR 63.5910(d). For each deviation from a organic HAP emissions limitation (i.e., emissions limit and operating limit) and for each deviation from the requirements for work practice standards that occurs at an affected source where Boeing is not using a CMS to comply with the organic HAP emissions limitations or work practice standards in this subpart, the compliance report must also contain the total operating time of each affected source during the reporting period and information on the number, duration, and cause of deviations (including unknown cause, if applicable),

as applicable, and the corrective action taken. This includes periods of startup, shutdown, and malfunction. If a deviation from an applicable standard in 40 CFR 63.5805 occurred, Boeing shall include information regarding this deviation [40 CFR 63.5910(d), 8/25/05; 40 CFR 63 Subpart WWWW Table 14, 4/21/03; 40 CFR 63.5900(b), 4/20/06]

(c) Notification of a Change in the Method of Compliance with HAP Emission Limits

If Boeing changes any information in a notification submitted pursuant to the requirements of 40 CFR 63.5905(a) (V.Q.7(a) Initial Compliance Notifications), Boeing shall submit the changes in writing to the Administrator within 15 calendar days after the change. [40 CFR 63.5905(b) (4/21/03)]

(d) ***Report of Exceeding 100 tpy Organic HAPs***

Boeing shall report if emission exceeded the 100 tpy organic HAP emissions threshold if the exceedance would make Boeing subject to 40 CFR 63.5805(a)(1) or (d). Boeing may include with this report any request for an exemption under 40 CFR 63.5805(e). If Boeing received an exemption under 40 CFR 63.5805(e), and subsequently exceeded the 100 tpy organic HAP threshold, Boeing must report this exceedance as required in 40 CFR 63.5805(f). [40 CFR 63.5910(f) (8/25/05)]

(e) Deviations

Deviations from the requirements of 40 CFR 63 Subpart WWWW must also be reported as required by V.Q.1(b) Deviation Reports. If Boeing submits a compliance report pursuant to Table 14 of Subpart WWWW along with, or as part of, the Semiannual Operating Permit Report under V.Q.1(a), and the compliance report includes all required information concerning deviations from any organic HAP emissions limitation (including any operating limit) or work practice requirement in this subpart, submission of the compliance report shall be deemed to satisfy any obligation to report the same deviations in the Semiannual Operating Permit Report under V.Q.1(a). However, submission of a compliance report shall not otherwise affect any obligation the affected source may have to report deviations from permit requirements to the permitting authority. [40 CFR 63.5910(g), 8/25/05]

8. Regulation I, Article 12

Boeing shall submit a monthly report to Puget Sound Clean Air Agency within 30 days after the end of the month in which the data were recorded. This report shall include:

- The date, time period, magnitude (in the units of the standard) and cause of each emission that exceeded an applicable emission standard;
- The date and time of all actions taken to correct the problem, including any actions taken to minimize the emissions during the exceedance and any actions taken to prevent its recurrence;
- The number of hours that the equipment (required to be monitored) operated each month and the number of valid hours of monitoring data that the monitoring system recovered each month;
- The date, time period, and cause of each failure to meet the data recovery requirements of Section 12.03(b) and any actions taken to insure adequate collection of such data;
- The date, time period, and cause of each failure to recover valid hourly monitoring data for at least 90% of the hours that the equipment (required to be monitored) was operated each day;
- The results of all cylinder gas audits conducted during the month; and
- A certification of truth, accuracy, and completeness signed by an authorized representative of the owner or operator.

[Puget Sound Clean Air Agency Reg I: 12.03, 4/9/1998, Order of Approval No. 7438 Condition 4, 8/4/99] [Puget Sound Clean Air Agency Reg I: 12.03, *9/23/04, State Only*]

9. Summary of Required Applications, Reports, and Compliance Certifications

The following table contains a summary of the applications, reports and compliance certifications to be submitted pursuant to this permit, as applicable. In the event of a conflict between the reporting requirements listed below and the reporting requirements listed in other

sections of this permit, the reporting requirements listed in other sections of the permit shall govern.

Name of Application, Report, or Compliance Certification	Required by	Paraphrased Frequency
Aerospace NESHAP semiannual report (V.Q.3(b) Semiannual Compliance Certification Reports)	40 CFR 63.753(b)(1) 40 CFR 63.753(c)(1)	Semiannually, by August 30th for the reporting period of January through June and by February 28th for the reporting period of July through December. All deviations must also be reported consistent with V.Q.1(b) Deviation Reports.
Aerospace NESHAP annual report (V.Q.3(c) Annual Compliance Certification Reports)	40 CFR 63.753(c)(2)	Annually, by February 28 for the reporting period of January through December of the previous year.
Reinforced Plastic Composites NESHAP Compliance Report (V.Q.7(b))Semiannual Compliance Report)	40 CFR 63.5910 (a), (b), (c), (d), and (g) 40 CFR 63.5900 (b)	Semiannually, by August 30th for the reporting period of January through June and by February 28 for the reporting period of July through December. All deviations must also be reported consistent with V.Q.1(b) Deviation Reports
Reinforced Plastic Composites NESHAP (V.Q.7(d) Report of Exceeding 100 tpy Organic HAPs)	40 CFR 63.5910 (f)	As needed.
Periodic startup, shutdown, malfunction report (applicable to Aerospace NESHAP only) (V.Q.3(e) Startup, Shutdown, and Malfunction Reports)	40 CFR 63.10(d)(5)(i)	Semiannually, by August 30th for the reporting period of January through June and by February 28th for the reporting period of July through December.
Immediate SSM report (applicable to Aerospace NESHAP only) (V.Q.3(e) Startup, Shutdown, and Malfunction Reports)	40 CFR 63.10(d)(5)(ii)	Consistent with V.Q.1(b) Deviation Reports.
NSPS Excess Emission and Monitoring Systems Performance Reports - Nitrogen Oxides & Opacity (V.Q.6(a) NSPS Excess Emission and Monitoring Systems Performance Reports - Nitrogen Oxides & Opacity)	40 CFR 60.7(c), 40 CFR 60.49b(h)	Monthly - 30 days after the end of each calendar month.
NSPS Summary Reports - Nitrogen Oxides & Opacity (V.Q.6(b) NSPS NOx Emissions)	40 CFR 60.7(d)	Monthly - 30 days after the end of each calendar month.

Name of Application, Report, or Compliance Certification	Required by	Paraphrased Frequency
NSPS Nitrogen Oxides Continuous Emission Monitoring Report (V.Q.6(a) NSPS Excess Emission and Monitoring Systems Performance Reports - Nitrogen Oxides & Opacity)	40 CFR 60.49b(i)	Monthly - 30 days after the end of each calendar month.
NSPS Fuel Oil Sulfur Content Report (V.Q.6(d) SO2)	40 CFR 60.49b(r)	30 days after the end of each calendar quarter.
Regulation I Article 12	Reg I, Section 12.03, 4/9/1998	Monthly - 30 days after the end of each calendar month.
NOx Order of Approval Reports (V.Q.6(c) NOx Order of Approval Requirement)	Order of Approval No. 7438 Condition #12	Monthly - 30 days after the end of each calendar month.
Compliance certification V.M Compliance certifications	WAC 173-401-630(5)	Annually – February 28 for the previous calendar year. *Note: (This Report must be submitted to both EPA and PSCAA)*
Semiannual deviation report (V.Q.1(a) Semiannual Operating Permit Reports)	WAC 173-401-615(3)(a)	August 30 for period January 1-June 30 and February 28 for period July 1-December 31.
Permit deviations which represent a potential threat to human health or safety (V.Q.1(b) Deviation Reports)	WAC 173-401-615(3)(b)	As soon as possible but no later than 12 hours of discovery of the deviation.
Other permit deviations including failure to repair any defective equipment (V.Q.1(b) Deviation Reports)	WAC 173-401-615(3)(b)	Monthly - within 30 days after the end of the month in which the deviation is discovered. Note: If Boeing is claiming the emergency defense of WAC 173-401-645 the report must be submitted within two working days.
Emission inventory statement (V.Q.2 Annual Emission Inventory)	Reg. I, 7.09(a)	Annually, by April 15th for the previous reporting period, or by a different date if specified by the Puget Sound Clean Air Agency.
VOC CIC Report for 747 and 767. (II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition)	Order of Approval No. 3913, Condition #4, 5/22/95	Annually, by June 15th for the previous reporting period.

Name of Application, Report, or Compliance Certification	Required by	Paraphrased Frequency
VOC Emission Cap Compliance Report for PSD #91-01 Amendment 2 (II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition)	PSD #91-01 Amendment 2, Condition #2	Annually, by June 15th for the previous reporting period.
VOC Emission Cap Compliance Report for PSD #91-06 Amendment 2 (II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition)	PSD #91-06 Amendment 2, Condition #19	Annually, by June 15th for the previous reporting period.
VOC Emission Cap Compliance Report for PSD-05-02 (II.A.2(p) Emission Estimates Required by PSD or Order of Approval Permit Condition)	PSD-92-05, Condition #8	Annually, by June 15 for the previous reporting period.
Unavoidable Excess Emissions (V.S Unavoidable excess emissions)	WAC 173-400-107	As needed.
Administrative permit amendment request (VI.B Administrative Permit Amendments)	WAC 173-401-720	Can make change immediately on submission.
Notice of changes not requiring permit revisions, including 502(b)(10) changes and SIP authorized emission trading (VI.C Changes not Requiring Permit Revisions)	WAC 173-401-722	7 days prior to making a change.
Minor permit modification application (VI.E Permit Modification)	WAC 173-401-725	Can make change immediately after filing application.
Significant permit modification application (VI.E Permit Modification)	WAC 173-401-725	As needed.
Notice of Construction and Application for Approval (IV.A New Source Review)	Puget Sound Clean Air Agency Reg. I, Article 6	Before construction begins.

Name of Application, Report, or Compliance Certification	Required by	Paraphrased Frequency
Asbestos project quarterly reports	Puget Sound Clean Air Agency Reg. III, Section 4.03(a)(8)(C)	Submitted quarterly
PSD permit applications (IV.A New Source Review)	WAC 173-400-141	Before construction begins.
NESHAP Application for Approval of Construction or Reconstruction	40 CFR 63.5(d)(1)	As soon as possible prior to construction if NESHAP in effect. No later than 60 days after effective date of standard if not in effect.

10. Notification Requirements

The following table contains a summary of the notification requirements that are presented in detail in this permit. In the event of a conflict between the notification requirements listed below and the notification requirements listed in other sections of this permit, the notification requirements listed in other sections of the permit shall govern.

Reqmt. No.	Citation	Adoption or Effective Date	Paraphrased Notification Requirement	Date Notification Due
N. 1	Puget Sound Clean Air Agency Regulation I, Section 3.07(b)	3/23/06	As specified in Section V. N. of this permit, Boeing shall notify the Puget Sound Clean Air Agency in writing at least 2 weeks (14 days) prior to any compliance test and provide the Puget Sound Clean Air Agency an opportunity to review the test plan and to observe the test.	At least 14 days prior to compliance test.
N. 2	40 CFR 60.7(a)(1)	2/12/99	Boeing shall furnish written notification to the Puget Sound Clean Air Agency, and EPA Region 10 for NSPS that have not been delegated to Puget Sound Clean Air Agency, [26] of the date of construction or reconstruction of an affected NSPS facility as specified in 40 CFR Part 60	Postmarked no later than 30 days after date of construction or reconstruction
N. 3	40 CFR 60.7(a)(2)	2/12/99	Boeing shall furnish written notification to the Puget Sound Clean Air Agency, and EPA Region 10 for NSPS that have not been delegated to Puget Sound Clean Air Agency, of the anticipated date of initial start-up of an affected NSPS facility as specified in 40 CFR Part 60	No more than 60 nor less than 30 days prior to anticipated date of initial start-up

[26] *According to the Dec. 13, 2006 NSPS delegation letter from Richard Albright, US EPA, to Dennis McLaren, Puget Sound Clean Air Agency, Puget Sound Clean Air Agency is the sole recipient of all NSPS notifications and reports, unless EPA requests such notifications and reports from sources.*

Reqmt. No.	Citation	Adoption or Effective Date	Paraphrased Notification Requirement	Date Notification Due
N. 4	40 CFR 60.7(a)(3)	2/12/99	Boeing shall furnish written notification to the Puget Sound Clean Air Agency, and EPA Region 10 for NSPS that have not been delegated to Puget Sound Clean Air Agency, of the actual date of initial start-up of an affected NSPS facility as specified in 40 CFR Part 60	Postmarked within 15 days after date of initial start-up
N. 5	40 CFR 60.7(a)(4)	2/12/99	Boeing shall furnish written notification to the Puget Sound Clean Air Agency, and EPA Region 10 for NSPS that have not been delegated to Puget Sound Clean Air Agency, of any physical or operational change which may increase emission rate of any air pollutant to which an NSPS standard applies unless change is exempted under 40 CFR 60.14(3)	Postmarked 60 days or as soon as practicable before change is commenced
N. 6	40 CFR 60.8	2/12/99	Provide notice to the Puget Sound Clean Air Agency, and EPA Region 10 for NSPS that have not been delegated to Puget Sound Clean Air Agency, of performance test conducted to demonstrate compliance with standards in 40 CFR Part 60 (NSPS)	30 days prior to test
N. 7	40 CFR 63.5(b)(4) 40 CFR 63.743(a)(10)	4/5/02 3/27/1998	For a new affected source or reconstructed affected source subject to a NESHAP, notify the Puget Sound Clean Air Agency of the intended construction or reconstruction. Submit in accordance with 63.9(b), Initial Notifications, and include information required for application for approval or construction or reconstruction as specified in 40 CFR 63.5(d). For major sources, application for approval may be used to fulfill notification requirements. For construction or reconstruction of a spray booth or hangar subject to the aerospace NESHAP (40 CFR Part 63, Subpart GG) that does not have the potential to emit 10 tons/year or more of an individual inorganic HAP or 25 tons/year or more of all inorganic HAP combined, Boeing shall comply with 40 CFR 63.5(b)(4) by notifying the Puget Sound Clean Air Agency on an annual basis on or before March 1 or each year. Notification shall include information required in 40 CFR 63.5(b)(4) for each spray booth or hangar.	For major sources, see timeline in 63.5(d).

Reqmt. No.	Citation	Adoption or Effective Date	Paraphrased Notification Requirement	Date Notification Due
N. 8	40 CFR 63.9(b)(3)	5/3/03	For a new or reconstructed affected source subject to a NESHAP with an initial startup after the effective date of a relevant standard and for which an application for approval of construction or reconstruction is not required under 40 CFR 63.5(d), submit an initial notification to the Puget Sound Clean Air Agency in accordance with 40 CFR 63.9(b)(3).	No later than 120 days after initial startup.
N. 9	40 CFR 63.9(e), 40 CFR 63.9(i), Puget Sound Clean Air Agency Reg I: 3.07	5/3/03 *3/23/06 State Only*	Boeing shall notify the Control Officer in writing of its intention to conduct a NESHAP performance test at least 60 calendar days before the performance test is scheduled to begin to allow the Control Officer to review and approve the site-specific test plan required under 40 CFR 63.7(c), if requested by the Control Officer, and to have an observer present during the test.	At least 60 days before the performance test is scheduled to begin.
N. 10	40 CFR 63.9(j) Puget Sound Clean Air Agency Regulation III, 2.02	5/30/03 *9/26/02 State Only*	For vapor degreasing operation, aerospace coating operations, and reinforced composite operations subject to the NESHAP, Boeing shall send changes in information already provided under 40 CFR 63.9 to the Puget Sound Clean Air Agency within 15 days	Within 15 days of determining changes in information needed
N. 11	WAC 173-401-724	11/4/93	Notice of off permit changes (VI.D Off Permit Changes)	Contemporaneous with the change
N. 12	Puget Sound Clean Air Agency Reg. III, Section 4.03	*3/22/07 State Only*	Asbestos project notification (IV.C Asbestos) (Note: Includes all notifications required under Reg. III, Section 4.03)	Up to 10 days prior
N. 13	WAC 173-401-645(d)	11/4/93	Notice of Emergency (V.R Emergencies)	Within 2 days of exceeding emission limits.
N. 14	40 CFR 63.5905	4/21/03	Initial Reinforced Plastic Composites NESHAP Notification of Compliance (V.Q.7(a) Initial Compliance Notifications)	See AOP Section V.Q.7(a)

Reqmt. No.	Citation	Adoption or Effective Date	Paraphrased Notification Requirement	Date Notification Due
N. 15	Puget Sound Clean Air Agency NOC 7067 and 9058	7/28/04	Notification required if wishing to use a new transfer method for CIC coating.	Prior to using new transfer method.

R. Emergencies

An emergency, as defined in WAC 173-401-645(l), constitutes an affirmative defense to an action brought for noncompliance with a technology-based emission limitation if the conditions of WAC 173-401-645(3) are met.

The affirmative defense of emergency shall be demonstrated through properly signed, contemporaneous operating logs, or other relevant evidence that:

1. An emergency occurred and that Boeing can identify the cause(s) of the emergency;

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

3. During the period of the emergency Boeing took all reasonable steps to minimize levels of emissions that exceeded the emission standards or other requirements in the permit; and

4. Boeing submitted notice of the emergency to the Puget Sound Clean Air Agency within two (2) working days of the time when the emissions limitations were exceeded due to the emergency or shorter periods of time specified in an applicable requirement. This notice fulfills the requirement of WAC 173-401-615(3)(b) unless the excess emissions represent a potential threat to human health or safety. This notice must contain a description of the emergency, any steps taken to mitigate emissions, and corrective actions taken.

In any enforcement proceeding, Boeing has the burden of proof to establish the occurrence of an emergency. This provision is in addition to any emergency or upset provision contained in any applicable requirement. [WAC 173-401-645, 11/4/93]

S. Unavoidable excess emissions

Excess emissions due to startup or shutdown conditions, scheduled maintenance or upsets that are determined to be unavoidable under the procedures and criteria in WAC 173-400-107 shall be excused and not subject to penalty. For any excess emission that Boeing wants the Puget Sound Clean Air Agency to consider unavoidable and excusable under WAC 173-400-107, Boeing shall submit the information required under WAC 173-400-107. [WAC 173-400-107, 9/20/93]

T. Need to halt or reduce activity not a defense

It shall not be a defense for Boeing 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. [WAC 173-401-620(2)(b), 11/4/93]

U. Stratospheric ozone and climate protection

1. Boeing shall comply with the following standards for recycling and emissions reduction pursuant to 40 CFR Part 82, Subpart F, except as provided for motor vehicle air conditioners (MVACs) in Subpart B:

   i) Persons opening appliances for maintenance, service, repair, or disposal must comply with the required practices pursuant to 40 CFR 82.156 (1/11/05);

   ii) Equipment used during the maintenance, service, repair, or disposal of appliances must comply with the standards for recycling and recovery equipment pursuant to 40 CFR 82.158 (7/24/03); and

   iii) Persons performing maintenance, service, repair, or disposal of appliances must be certified by an approved technician certification program pursuant to 40 CFR 82.161 (3/12/04).

2. Boeing may switch from any ozone-depleting substance to any alternative approved pursuant to the Significant New Alternatives Program (SNAP), 40 CFR Part 82, Subpart G, without a permit revision but shall not switch to a substitute listed as unacceptable pursuant to such program. [40 CFR 82.174, 1/13/95]

3. Any certified technician employed by Boeing shall keep a copy of their certification at their place of employment. [40 CFR 82.166(1), 1/11/05]

4. Boeing shall not willfully release any regulated refrigerant and shall use refrigerant extraction equipment to recover regulated refrigerant when servicing, repairing or disposing of commercial air conditioning, heating, or refrigeration systems. [40 CFR 82.154, 4/13/05] [RCW 70.94.970(2) and (4), 11/12/97 State/Puget Sound Clean Air Agency only]

[40 CFR 82.156, 5/11/04; 40 CFR 82.158, 9/18/03; 40 CFR 82.161, 3/12/04]

5. Boeing shall not sell, offer for sale, or purchase any of the following:

i) A regulated refrigerant in a container designed for consumer recharge of a motor vehicle air conditioning system or consumer appliance during repair or service. This subsection does not apply to a regulated refrigerant purchased for the recharge of the air conditioning system of off-road commercial or agricultural equipment and sold or offered for sale at an establishment which specializes in the sale of off-road commercial or agricultural equipment or parts or service for such equipment;

ii) Nonessential consumer products that contain chlorofluorocarbons or other ozone-depleting chemicals, and for which substitutes are readily available. Products affected under this subsection shall include, but are not limited to, party streamers, tire inflators, air horns, noise makers, and chlorofluorocarbon-containing cleaning sprays designed for noncommercial or non-industrial cleaning of electronic or photographic equipment.

[RCW 70.94.980, 1991 c 199 § 603]

V. RACT satisfied

Emission standards and other requirements contained in rules or regulatory orders in effect at the time of this permit issuance shall be considered RACT for the purposes of issuing this permit. [WAC 173-401-605(3), 11/4/93] [RCW70.94.154(6), 1996 c 29 § 2; 1993 c 252 § 8 *State Only*]

W. Risk Management Programs

In accordance with 40 CFR Part 68, if Boeing has or receives more than a threshold quantity of a regulated substance in a process, as determined under 40 CFR 68.115, Boeing shall comply with the requirements of the Chemical Accident Prevention Provisions of 40 CFR Part 68 no later than the following dates:

1. Three years after the date on which a regulated substance is first listed under 40 CFR 68.130; or
2. The date on which a regulated substance is first present above a threshold quantity in a process.

[40 CFR 68.10, 1/6/1999]

X. Definitions

Unless otherwise defined in this permit, the terms used in this permit shall have the same meaning ascribed to them in the referenced regulation. [WAC 173-401-200, 10/17/02]

Y. Duty to supplement or correct application

Upon becoming aware that it has failed to submit any relevant facts in a permit application or that it has submitted incorrect information in a permit application, Boeing shall promptly submit such supplementary facts or corrected information to the Puget Sound Clean Air Agency. [WAC 173-401-500(6), 10/17/02]

Z. Insignificant emission units and activities

1. Insignificant emission units and activities at Boeing are subject to all applicable requirements set forth in Sections I.A, II.A.1(a)-(c), II.A.1(e), and II.A.1(f), III, and IV. This permit does not require testing, monitoring, reporting or recordkeeping for insignificant emission units or activities, except as required by sections II.A.1(a)-(c), IIA.1(e), and II.A.1(f) of this permit. For insignificant emission units, the testing, monitoring, reporting, or recordkeeping requirements identified are applicable once a potential air operating permit deviation issue is initially observed and continue to be applicable until the potential deviation issue is resolved. [WAC 173-401-530(2)(c), 10/17/02]

2. Where this permit does not require testing, monitoring, recordkeeping and reporting for insignificant emissions units or activities, Boeing may certify continuous compliance if there were no observed, documented, or known instances of noncompliance during the reporting period. Where this permit requires testing, monitoring, recordkeeping and reporting for insignificant emission units or activities, Boeing may certify continuous compliance when the testing, monitoring, and recordkeeping required by the permit revealed no violations during the period, and there were no observed, documented, or known instances of noncompliance during the reporting period. [WAC 173-401-530(2)(d), 10/17/02]

3. An emission unit or activity that qualifies as insignificant solely on the basis of WAC 173-401-530(1)(a) shall not exceed the emission thresholds specified in WAC 173-401-530(4) until this permit is modified pursuant to Section VI.E of this permit and WAC 173-401-725. [WAC 173-401-530(6), 10/17/02]

VI. PERMIT ACTIONS

A. Permit Renewal, Revocation and Expiration

(1) **Renewal application**. Boeing shall submit a complete permit renewal application to the Puget Sound Clean Air Agency no later than 12 months prior to the expiration of this permit. The Puget Sound Clean Air Agency will send Boeing a renewal application no later than 18 months prior to the expiration of this permit. Failure of the Puget Sound Clean Air Agency to send Boeing a renewal application shall not relieve Boeing from the obligation to file a timely and complete renewal application. [WAC 173-401-710(1), 10/17/02; WAC 173-401-500(2), 10/17/02]

(2) **Expired permits.** Permit expiration terminates Boeing's right to operate unless a timely and complete renewal application has been submitted consistent with WAC 173-401-710(1) and WAC 173-401-500. All terms and conditions of the permit shall remain in effect after this permit expires if a timely and complete permit application has been submitted. [WAC 173-401-710(3), 10/17/02]

(3) **Revocation of permits**. The Puget Sound Clean Air Agency may revoke a permit only upon the request of Boeing or for cause. The Puget Sound Clean Air Agency shall provide at least thirty days written notice to Boeing prior to revocation of the permit or denial of a permit renewal application. Such notice shall include an explanation of the basis for the proposed action and afford Boeing an opportunity to meet with the Puget Sound Clean Air Agency prior to Puget Sound Clean Air Agency's final decision. A revocation issued under this condition may be issued conditionally with a future effective date and may specify that the revocation will not take effect if Boeing satisfies the specified conditions before the effective date. Nothing in this subsection shall limit Puget Sound Clean Air Agency's authority to issue emergency orders. [WAC 173-401-710(4), 10/17/02]

B. Administrative Permit Amendments

(1) **Definition.** An "administrative permit amendment" is a permit revision that:

a) Corrects typographical errors;

b) Identifies a change in the name, address, or phone number of any person identified in the permit, or provides a similar minor administrative change at Boeing;

c) Requires more frequent monitoring or reporting by Boeing;

d) Allows for a change in ownership or operational control of a source where the Puget Sound Clean Air Agency determines that no other change in the permit is necessary, provided that a written agreement containing a specific date for transfer of permit responsibility, coverage, and liability between the current and new permittee has been submitted to the Puget Sound Clean Air Agency;

e) Incorporates into the permit the terms, conditions, and provisions from orders approving notice of construction applications processed under an EPA-approved program, provided that such a program meets procedural requirements substantially equivalent to the requirements of WAC 173-401-700, 173-401-725, and 173-401-800 that would be applicable to the change if it were subject to review as a permit modification, and compliance requirements substantially equivalent to those contained in WAC 173-401-600 through 173-401-650. [WAC 173-401-720(1), 11/4/93]

(2) **Administrative permit amendment procedures**. An administrative permit amendment may be made by the Puget Sound Clean Air Agency consistent with the following:

a) The Puget Sound Clean Air Agency shall take no more than sixty days from receipt of a request for an administrative permit amendment to take final action on such request, and may incorporate such changes without providing notice to the public or affected states provided that it designates any such permit revisions as having been made pursuant to this paragraph.

b) The Puget Sound Clean Air Agency shall submit a copy of the revised permit to EPA.

c) Boeing may implement the changes addressed in the request for an administrative amendment immediately upon submittal of the request. [WAC 173-401-720(3), 11/4/93]

(3) **Permit shield**. The Puget Sound Clean Air Agency shall, upon taking final action granting a request for an administrative permit amendment, allow coverage by the permit shield in WAC 173-401-640 for administrative permit amendments made pursuant to part (1)(e) of this condition. [WAC 173-401-720(4), 11/4/93]

C. Changes not Requiring Permit Revisions

(1) **General**

a) Boeing is authorized to make the changes described in this section without a permit revision, providing the following conditions are met:

i) The proposed changes are not Title I modifications as defined in WAC 173-401-200(35);

ii) The proposed changes do not result in emissions that exceed those allowable under the permit, whether expressed as a rate of emissions, or in total emissions;

iii) The proposed changes do not alter permit terms that are necessary to enforce limitations on emissions from units covered by the permit; and

iv) Boeing provides EPA and the Puget Sound Clean Air Agency with written notification at least seven days prior to making the proposed changes except that written notification of a change made in response to an emergency shall be provided as soon as possible after the event.

b) Permit attachments. Boeing and the Puget Sound Clean Air Agency shall attach each notice to their copy of the relevant permit.

(2) **Section 502(b)(10) changes.** Pursuant to the conditions in subsection (1) of this section, Boeing is authorized to make section 502(b)(10) changes (as defined in WAC 173-401-200(30)) without a permit revision.

a) For each such change, the written notification required under subsection (1)(a)(iv) of this condition shall include a brief description of the change within the permitted facility, the date on which the change will occur, any change in emissions, and any permit term or condition that is no longer applicable as a result of the change.

b) The permit shield authorized under WAC 173-401-640 shall not apply to any change made pursuant to this paragraph.

(3) **SIP authorized emissions trading.** Pursuant to the conditions in Subsection (1) of this condition, Boeing is authorized to trade increases and decreases in emissions in the permitted facility, where the Washington state implementation plan provides for such emissions trades without requiring a permit revision. This provision is available in those cases where the permit does not already provide for such emissions trading.

a) Under this Subsection (3), the written notification required under subsection (1)(a)(iv) of this condition shall include such information as may be required by the provision in the Washington state implementation plan authorizing the emissions trade, including at a minimum, when the proposed change will occur, a description of each such change, any change in emissions, the permit requirements with which Boeing will comply using the emissions trading provisions of the Washington state implementation plan, and the pollutants emitted subject to the emissions trade. The notice shall also refer to the provisions with which Boeing will comply in the applicable implementation plan and that provide for the emissions trade.

b) The permit shield described in WAC 173-401-640 shall not extend to any change made under this paragraph. Compliance with the permit requirements that Boeing will meet using the emissions trade shall be determined according to requirements of the applicable implementation plan authorizing the emissions trade. [WAC 173-401-722, 9/16/02]

D. Off Permit Changes

(1) Boeing shall be allowed to make changes not specifically addressed or prohibited by the permit terms and conditions without requiring a permit revision, provided that the proposed changes do not weaken the enforceability of existing permit conditions. Any change that is a Title I modification or is a change subject to the acid rain requirements under Title IV of the FCAA must be submitted as a permit revision.

(2) Each such change shall meet all applicable requirements and shall not violate any existing permit term or condition.

(3) Boeing must provide contemporaneous written notice to the Puget Sound Clean Air

Agency and EPA of each such change, except for changes that qualify as insignificant under WAC 173-401-530. Such written notice shall describe each such change, including the date, any change in emissions, pollutants emitted, and any applicable requirement that would apply as a result of the change.

(4) The change shall not qualify for the permit shield under WAC 173-401-640.

(5) Boeing shall keep a record describing changes made at Boeing that result in emissions of a regulated air pollutant subject to an applicable requirement, but not otherwise regulated under the permit, and the emissions resulting from those changes.

(6) When making a change under this section, Boeing shall comply with applicable preconstruction review requirements established pursuant to RCW 70.94.152 and Puget Sound Clean Air Agency Regulation I, Article 6. [WAC 173-401-724, 11/4/93]

E. Permit Modification

(1) Definition. A permit modification is any revision to this permit that cannot be accomplished under provisions for administrative permit amendments under WAC 173-401-720.

(2) Procedures. Minor permit modification procedures.

a) Criteria.

i) Minor permit modification procedures shall be used for those permit modifications that:

a) Do not violate any applicable requirement;

b) Do not involve significant changes to existing monitoring, reporting, or recordkeeping requirements in the permit;

c) Do not require or change a case-by-case determination of an emission limitation or other standard, or a source-specific determination for temporary sources of ambient impacts, or a visibility or increment analysis;

d) Do not seek to establish or change a permit term or condition for which there

is no corresponding underlying applicable requirement and that Boeing has assumed to avoid an applicable requirement to which Boeing would otherwise be subject. Such terms and conditions include:

(1) A federally enforceable emissions cap assumed to avoid classification as a modification under any provision of Title I of the FCAA; and

(2) An alternative emissions limit approved pursuant to regulations promulgated under Section 112(i)(5) of the FCAA;

e) Are not modifications under any provision of Title I of the FCAA;

ii) Notwithstanding (a)(i) of this subsection, and subsection (3) of this section, the Puget Sound Clean Air Agency may allow the use of minor permit modification procedures for permit modifications involving the use of economic incentives, marketable permits, emissions trading, and other similar approaches, to the extent that the use of such minor permit modification procedures is explicitly provided for in the Washington state implementation plan or in applicable requirements promulgated by EPA and in effect on April 7, 1993.

b) Application. An application requesting the use of minor permit modification procedures shall meet the requirements of WAC 173-401-510 and shall include the following:

i) A description of the change, the emissions resulting from the change, and any new applicable requirements that will apply if the change occurs;

ii) Boeing's suggested draft permit;

iii) Certification by a responsible official, consistent with WAC 173-401-520, of the truth, accuracy, and completeness of the application and that the proposed modification meets the criteria for use of minor permit modification procedures and a request that such procedures be used; and

iv) Completed forms for the Puget Sound Clean Air Agency to use to notify EPA and affected states as required under WAC 173-401-810 and 173-401-820.

c) Boeing's ability to make change. Boeing may make the change proposed in its minor permit modification application immediately after it files such application provided that those changes requiring the submission of a notice of construction application have been reviewed and approved by the Puget Sound Clean Air Agency. After Boeing makes the change allowed by the preceding sentence, and until the Puget Sound Clean Air Agency takes any of the actions specified in WAC 173-401-725(d), Boeing must comply with both the applicable requirements governing the change and the proposed permit terms and conditions. During this time period, Boeing need not comply with the existing permit terms and conditions it seeks to modify. However, if Boeing fails to comply with its proposed permit terms and conditions during this time period, the existing permit terms and conditions it seeks to modify may be enforced against it.

d) Permit shield. The permit shield under WAC 173-401-640 shall not extend to minor permit modifications.

(3) **Group processing of minor permit modifications.** Consistent with WAC 173-401-725(3), the Puget Sound Clean Air Agency may process groups of a source's applications for certain modifications eligible for minor permit modification processing.

(4) **Significant modification procedures.**

a) Criteria. Significant modification procedures shall be used for applications requesting permit modifications that do not qualify as minor permit modifications or as administrative permit amendments. Every significant change in existing monitoring permit terms or conditions and every relaxation of reporting or recordkeeping permit terms or conditions shall be considered significant. Nothing herein shall be construed to preclude Boeing from making changes consistent with Chapter 173-401 WAC that would render existing permit compliance terms and conditions irrelevant.

b) Significant permit modifications shall meet all requirements of Chapter 173-401 WAC, including those for applications, public participation, review by affected states, and review by EPA, as they apply to permit issuance and permit renewal. The Puget Sound Clean Air Agency shall complete review on the majority of

significant permit modifications within nine months after receipt of a complete application. [WAC 173-401-725, 11/4/93]

F. Reopening for Cause

(1) **Standard provisions.** This permit shall be reopened and revised by the Puget Sound Clean Air Agency under any of the following circumstances:

a) Additional applicable requirements become applicable to Boeing with a remaining permit term of three or more years. Such a reopening shall be completed not later than eighteen months after promulgation of the applicable requirement. No such reopening is required if the effective date of the requirement is later than the date on which the permit is due to expire, unless the original permit or any of its terms and conditions have been extended pursuant to WAC 173-401-620(2)(j);

b) Additional requirements (including excess emissions requirements) become applicable to an affected source under the acid rain program. Upon approval by EPA, excess emissions offset plans shall be deemed to be incorporated into the permit;

c) The Puget Sound Clean Air Agency or EPA determine that the permit contains a material mistake or that inaccurate statements were made in establishing the emissions standards or other terms or conditions of the permit; or

d) The Puget Sound Clean Air Agency or EPA determine that the permit must be revised or revoked to assure compliance with the applicable requirements.

(2) Procedures. Proceedings to reopen and issue a permit shall follow the same procedures as apply to initial permit issuance and shall affect only those parts of the permit for which cause to reopen exists. Such reopening shall be made as expeditiously as practicable.

(3) **Notice**. Reopenings under this section shall not be initiated before a notice of such intent is provided to Boeing by the Puget Sound Clean Air Agency at least thirty days in advance of the date that the permit is to be reopened, except that the Puget Sound Clean Air Agency may provide a shorter time period in the case of an emergency.

[WAC 173-401-730, 11/4/93]

VII. PERMIT SHIELD

Compliance with the conditions of the permit shall be deemed compliance with any applicable requirements contained in Sections I through VI of this permit that are specifically identified in this permit as of the date of permit issuance. [WAC 173-401-640(1), 11/4/93]

Nothing in this permit shall alter or affect the following:

(1) The provisions of Section 303 of the FCAA (emergency orders), including the authority of the administrator under that section;

(2) The liability of an owner or operator of Boeing for any violation of applicable requirements prior to or at the time of permit issuance;

(3) The applicable requirements of the acid rain program, consistent with Section 408(a) of the FCAA;

(4) The ability of EPA to obtain information from a source pursuant to Section 114 of the FCAA; or

(5) The ability of the Puget Sound Clean Air Agency to establish or revise requirements for the use of reasonably available control technology (RACT) as provided in chapter 252, Laws of 1993.

[WAC 173-401-640(4), 11/4/93]

VIII. APPENDIXES

A. Reference Method Titles and Averaging Periods

Reference Test Method	Date	Title	Averaging Period
Puget Sound Clean Air Agency Method 5 Puget Sound Clean Air Agency Board Resolution 540	August 11, 1983	Determination of Particulate Emissions from Stationary Sources	1-hour tests unless otherwise specified.
EPA Method 5 40 CFR Part 60, Appendix A	July 1, 2005	Determination of Particulate Emissions from Stationary Sources	1-hour tests.
EPA Method 6 40 CFR Part 60, Appendix A	July 1, 2001	Determination of Sulfur Dioxide Emissions from Stationary Sources	1-hour tests.
EPA Method 7 40 CFR Part 60, Appendix A	July 1, 2001	Determination of Nitrogen Oxide Emissions from Stationary Sources	Four 15 seconds for Method 7, 7A grab samples taken at 15 minute intervals. 1 hour for Method 7C, 7D or 7E.
Ecology 9A, "Source Test Manual – Procedures for Compliance Testing"	July 12, 1990	Visual Determination of the Opacity of Emissions from Stationary Sources - for State and Puget Sound Clean Air Agency requirements	Any 13 opacity readings above standard in one hour, opacity readings taken in 15-second intervals.
EPA Method 9 40 CFR Part 60, Appendix A	July 1, 2001	Visual Determination of the Opacity of Emissions from Stationary Sources - for Federal Requirements	6-minute averaging period, opacity readings taken in 15-second intervals.
EPA Method 19, 40 CFR Part 60 Appendix A	July 1, 2001	Determination of Sulfur Dioxide Removal Efficiency and Particulate Matter, Sulfur Dioxide, and Nitrogen Oxides Emission Rates	30-day rolling average for nitrogen oxides.

Reference Test Method	Date	Title	Averaging Period
EPA Method 24 40 CFR Part 60, Appendix A	July 1, 2001	Determination of Volatile Matter Content, Water Content, Density, Volume Solids, and Weight Solids of Surface Coatings	For water-based and water reducible coatings, vendor certification or data will be used for determining compliance. For other VOC containing materials, vendor certification or data will be the primary means for determining compliance. If Method 24 is used for coatings, grab samples will be taken and the average of all of a single type of coating (e.g., primer or topcoat), mixed and ready for application within the same coating operation, will be used for determining compliance.
EPA Method 26 A 40 CFR Part 60, Appendix A	July 1, 2001	Determinations of HCl	1-hour tests.
EPA Method 27 40 CFR Part 60, Appendix A	July 1, 2001	Determination of Vapor Tightness of Gasoline Delivery Tank Using Pressure-Vacuum Test	5-minute averaging period.
EPA Method 319 40 CFR Part 60, Appendix A	July 1, 2001	Determination of Filtration Efficiency for Paint Overspray	None required.

For Puget Sound Clean Air Agency Method 5, EPA Method 6, EPA Method 7, A, C and D, EPA Method 24, EPA Method 26A and EPA Method 306 A and B, each test shall consist of three separate runs and compliance shall be determined from the arithmetic average of the three runs. In the event that a sample is accidentally lost or conditions occur in which one of the runs must be discontinued because of circumstances beyond the operator's control, compliance may, upon EPA or Puget Sound Clean Air Agency approval, be determined from the arithmetic average of the two other runs.

B. Source Test Method 99 Fuel Oil Analyses

Ash ASTM D482,
Sulfur ASTM D3120,
Halogens EPA SW846, 9076,
PCB EPA SW846, 8080,
Lead EPA 600/4-81-045, 200.7
Flash Point EPA SW846,1020