



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

REPLY TO THE ATTENTION OF:

Ms. Nicole Noll-Williams, C.M.
President & CEO
Capital Region Airport Authority
4100 Capital City Boulevard
Lansing, Michigan 48906

RE: 40 C.F.R. Part 60, Subpart EEEE Applicability Determination
Capital Region International Airport, Lansing, Michigan

Dear Ms. Noll-Williams:

The U.S. Environmental Protection Agency has received and reviewed a letter and supplemental information from Capital Region Airport Authority (CRAA) dated December 2, 2022, and January 3, 2023, respectively, requesting that EPA determine the applicability of 40 C.F.R. Part 60, Subpart EEEE to a Model 200-CA-1 Waste Incinerator located at the Capital Region International Airport in Lansing, Michigan. Based on the information provided by CRAA and for the reasons provided below, EPA has determined that the incinerator is not subject to the requirements of 40 C.F.R. Part 60, Subpart EEEE.

Regulatory Background

The Standards of Performance for Other Solid Waste Incineration Units for Which Construction is Commenced After December 9, 2004, or for Which Modification or Reconstruction is Commenced on or After June 16, 2006, are found at 40 C.F.R. Part 60 Subpart EEEE. This regulatory subpart establishes new source performance standards for “other solid waste incineration” (OSWI) units. *See* 40 C.F.R. § 60.2880.

40 C.F.R. § 60.2887(a) through (q) provide exclusions from the requirements of 40 C.F.R. Part 60, Subpart EEEE for certain OSWI units. This includes an exclusion for units that are owned or operated by a government agency and that combust contraband or prohibited goods at 40 C.F.R. § 60.2887(p), and an exclusion for incinerators used for national security purposes at 40 C.F.R. § 60.2887(q).

CRAA’s Request

CRAA has requested a determination of the applicability of the exclusions in 40 C.F.R. §§ 60.2887(p) and (q)(2) to the Model 200-CA-1 Waste Incinerator.

More specifically, CRAA states that the incineration unit may be excluded from the requirements of 40 C.F.R. Part 60, Subpart EEEE because it is a unit that combusts contraband or prohibited goods. CRAA explains that the exclusion at 40 C.F.R. § 60.2887(p) applies because CRAA is a government agency that owns and operates the incineration unit. CRAA states that the incineration unit will be used solely to incinerate Animal and Plant Health Inspection Service (APHIS) regulated garbage.

CRAA also asserts that the incineration unit may be excluded from the requirements of 40 C.F.R. Part 60, Subpart EEEE because it is an incinerator used for national security. CRAA states that the unit will incinerate APHIS regulated garbage to safeguard American agriculture and natural resources, which is part of national security. CRAA also explains that there is no available reliable alternative to incineration because of the potential unavailability of a hauler capable of handling APHIS regulated garbage and the risk of biocontamination in the event of an accident.

Analysis

The new source performance standards for OSWI units at 40 C.F.R. Part 60, Subpart EEEE regulate both “very small municipal waste combustion units” and “institutional waste incineration units.” 40 C.F.R. § 60.2880. 40 C.F.R. § 60.2885 states that 40 C.F.R. Part 60, Subpart EEEE applies if an OSWI unit meets the requirements specified in 40 C.F.R. § 60.2885(a) through (c).

The Model 200-CA-1 Waste Incinerator is a new incineration unit.

40 C.F.R. § 60.2885(a) states that the requirements of 40 C.F.R. Part 60 Subpart EEEE applies to “new incineration units,” as defined in 40 C.F.R. § 60.2886. Particularly, 40 C.F.R. § 60.2886(a)(1) states that a new incineration unit is an incineration unit that commenced construction after December 9, 2004. CRAA states that construction of the Model 200-CA-1 Waste Incinerator commenced on April 1, 2010. As a result, the incineration unit would be considered a new incineration unit.

The Model 200-CA-1 Waste Incinerator is an OSWI unit because it is a very small municipal waste combustion unit.

40 C.F.R. § 60.2885(b) states that the requirements of 40 C.F.R. Part 60, Subpart EEEE apply to OSWI units as defined in 40 C.F.R. § 60.2977. As noted above, 40 C.F.R. § 60.2977 defines an OSWI unit as either a very small municipal waste combustion unit or an institutional waste incineration unit. A very small municipal waste combustion unit means any municipal waste combustion unit that has the capacity to combust less than 35 tons per day of municipal solid waste or refuse-derived fuel, as determined by the calculations in 40 C.F.R. § 60.2975.

The incinerator will burn municipal solid waste.

40 C.F.R. § 60.2977 defines “municipal solid waste” as refuse collected from the general public and from residential, commercial, institutional, and industrial sources consisting of paper, wood,

yard wastes, food wastes, plastics, leather, rubber, and other combustible materials and non-combustible materials such as metal, glass, and rock, provided that:

- 1.) the term does not include industrial process wastes or medical wastes that are segregated from such other wastes; and
- 2.) an incineration unit shall not be considered to be combusting municipal solid waste for purposes of 40 C.F.R. Part 60, Subpart EEEE if it combusts a fuel feed stream, 30 percent or less of the weight of which is comprised, in aggregate, of municipal solid waste, as determined by 40 C.F.R. § 60.2887(b).

As part of its request, CRAA provided the design specifications for the Model 200-CA-1 waste incinerator. The waste incinerator is designed to burn the types of waste specified in Table 1.

Type of Waste	Design Capacity (Pounds per hour)	Description of Waste
Type 0 waste (trash)	200	A highly combustible mixture of wastepaper, wood, cardboard cartons, including up to 10% treated papers, plastic, or rubber scraps from commercial and industrial sources.
Type 1 waste (rubbish)	200	A combustible mixture of paper, cartons, rags, wood scraps, and combustible floor sweepings from domestic, commercial, and industrial sources.
Type 2 waste (refuse)	145	A mixture of 50% rubbish (i.e., type 1 waste) and 50% garbage (i.e., type 3 waste) originating mainly from residential and apartment sources.
Type 3 waste (garbage)	125	Animal and vegetable waste from restaurants, cafeterias, hotels, hospitals, markets, and like installations.
Type 4 waste (pathological)	100	A mixture of carcasses, organs, and solid organic wastes.

Table 1: Design capacity of the Model 200-CA-1 waste incinerator.

CRAA states that the Model 200-CA-1 waste incinerator will solely be used to burn solid waste removed from international passenger and freight aircraft arrivals. The waste collected from the flights include food waste from passenger meals, paper tissues, cardboard boxes, paper and plastic cups, and paper and plastic utensils. CRAA classifies this type of waste as a Type 1 or Type 2 waste. Although the waste incinerator is designed and currently permitted¹ to burn Type 4 pathological waste, CRAA explains that it will not combust pathological waste. CRAA states it requested to only combust Type 1 or Type 2 waste as part of its 2022 permit to install (PTI) application to the state of Michigan.

Based on CRAA’s description of the waste that will be burned, EPA determines that the solid

¹ See Michigan PTI 118-08, EUINCINERATOR Special Condition 1.2. PTI 118-08 was approved and issued on August 29, 2008.

waste to be burned is a municipal solid waste. As described, the refuse is collected from the general public flying on international passenger and freight aircraft and from commercial operators operating the flights. The refuse is generally described as a mixture of paper, food waste, and plastics, all of which are considered municipal solid waste. As described, the solid waste is not an industrial process waste, a medical waste, nor a mixture of waste that would result in combusting a fuel feed stream comprised of 30 percent or less of municipal solid waste.

The incinerator will combust less than 35 tons per day of municipal solid waste.

40 C.F.R. § 60.2977 defines a “municipal waste combustion unit” as any setting or equipment that combusts municipal solid waste. CRAA states that the Model 200-CA-1 waste incinerator will be used to burn the waste generated on international passenger and freight flights. Since the waste is considered a municipal solid waste, the Model 200-CA-1 waste incinerator is a municipal waste combustion unit.

As listed in Table 1, the incinerator has the capacity to burn up to 200 pounds per hour of Type 1 waste. CRAA charges waste every 15 to 20 minutes for maximum combustion efficiency but weighs the waste to ensure the pound per hour capacity is not exceeded. Michigan PTI 118-08 limits the amount of waste charged into the incinerator as the burn rate (in pounds per hour) divided by three.

According to the incinerator specification, combustion occurs in two chambers: the primary burning chamber and a secondary reaction chamber. The primary burning chamber converts solid waste to inert solids and gaseous elements. The gas is routed to the secondary chamber where combustion is completed. The primary burner in the primary chamber is controlled by a timer that ranges from 0 to 1 hour and shuts down when the charging door is opened as a safety feature. The secondary burner in the secondary chamber is controlled by a timer that ranges 0 to 6 hours with no stated specification for shutting down the secondary burner when the charging door is open. CRAA’s Standard Operating Procedure for APHIS Regulated Garbage requires operators to clean the bottom of the incinerator prior to each day’s operation and place incinerator ashes in a specially marked container, suggesting that ash is not removed during operation. Furthermore, CRAA has requested Michigan to permit operation of the incinerator to 4 hours per day, 3 days per week, 52 weeks per year at a permitted maximum feed rate of 40 pounds per hour.

40 C.F.R. § 60.2977 defines “batch OSWI unit” as an OSWI unit that is designed such that neither waste charging nor ash removal can occur during operation. Although the incinerator is designed so that the primary burner shuts down when the charging door is opened, it is unclear whether the secondary burner shuts down when the charging door is opened. It is also unclear whether ash can be removed during operation. Since it is unclear whether the secondary burner shuts down when the charging door is opened and whether ash can be removed during operation, EPA does not have enough information to determine whether the unit is a batch OSWI unit.

If we assume for the purpose of this determination that the unit is a batch OSWI unit, then the capacity of a batch very small municipal waste combustion unit is calculated according to 40 C.F.R. § 60.2975(c). Pursuant to 40 C.F.R. § 60.2975(c), the capacity of a batch OSWI unit is

calculated as the maximum design amount of municipal solid waste that the unit can charge per batch multiplied by the maximum number of batches it can process in 24 hours. Although CRAA is proposing to limit the amount of waste that can be charged to 40 pounds per hour, EPA conservatively assumes that the unit will combust up to the design capacity of the unit. This results in a higher estimate of the amount of waste that can be charged in a 24-hour period. For maximum combustion efficiency, CRAA loads no more than 1/3 of the capacity of the incinerator every 15-20 minutes at the recommendation of the manufacturer and as required by Michigan PTI 118-08. As a result, the maximum charge per batch is 66 2/3 pounds/batch².

The maximum number of batches is calculated by dividing 24 by the number of hours needed to process one batch. However, the processing time for a batch is not directly stated in the information provided by CRAA. Although unstated in the unit's design specification, CRAA's Standard Operating Procedure for APHIS Regulated Garbage requires a minimum of at least 2.5 hours for the entire incineration process³. However, CRAA's Standard Operating Procedure for APHIS Regulated Garbage resets the timer for the primary burner to 60 minutes each time garbage is loaded into the incinerator⁴, suggesting that the processing time could be at least 1 hour. We also note that the incinerator design specification and Michigan PTI 118-08 allows CRAA to charge 1/3 of the capacity of the incinerator at a time to ensure maximum combustion efficiency and that CRAA's Standard Operating Procedure for APHIS Regulated Garbage minimizes opening the primary chamber door to avoid quenching the fire. As a result, the processing time could be as short as 20 minutes per batch assuming that waste is charged at regularly spaced intervals during a given hour to minimize the number of times that the door is opened. We conservatively assume that it takes at least 20 minutes (1/3 hour) to process each batch since shorter processing times allow for more batches. This results in the incinerator being able to process 72 batches⁵ per day. Multiplying the maximum charge per batch by the maximum number of batches in a 24-hour period yields a unit capacity of up to 2.4 tons per day of municipal solid waste⁶, assuming that the waste incinerator is a batch OSWI unit with a processing time of 20 minutes.

Since EPA is unable to determine whether the unit is a batch OSWI unit, EPA also calculates the capacity of the incinerator as if it is a unit that can operate continuously. 40 C.F.R.

§ 60.2975(b)(2) requires the capacity of very small municipal waste combustion units with a design not based on heat input capacity to use the maximum design charging rate to determine the capacity based on 24 hours of operation at the maximum charge rate. Although CRAA intends to take permit limits to limit the permitted maximum feed rate to 40 pounds per hour, we instead calculate the daily unit capacity using the stated design capacity of 200 pounds per hour. This results in a conservative estimate of the capacity of the unit since this assumes that the

² Calculated as (200 pounds/hr) / (3 batches/hr) = 66 2/3 pounds/batch.

³ Standard Operating Procedure for APHIS Regulated Garbage page 2, states: "1. Incineration of garbage can only occur during daylight hours. Enough daylight must be available from the time the process begins until it is completed, a minimum of at least 2.5 hours."

⁴ Standard Operating Procedure for APHIS Regulated Garbage page 3 states "6. Load the garbage into the primary chamber and close and latch the door. 7. Reset the right timer to 60 minutes. 8. Ensure the left timer has at least 2 hours remaining run time." Since the left timer exceeds 60 minutes (1 hour), EPA assumes that the left timer controls the secondary burner. Accordingly, EPA also assumes that the right timer controls the primary burner.

⁵ Calculated as (24 hours) / (1/3 hour/batch) = 72 batches.

⁶ Calculated as (66 2/3 pounds/batch) * (72 batches/day) * (1 ton/2000 pounds) = 2.4 tons/day.

maximum amount of waste that the incinerator is designed to accommodate is charged continuously. We also conservatively assume that the unit operates continuously for 24 hours per day as opposed to the requested limit of 4 hours per day since more hours of operation results in a higher amount of waste charged. Based on the design capacity and assuming that the unit operates continuously over a 24-hour period, the unit capacity is 2.4 tons per day of municipal solid waste⁷.

Since the unit capacity of 2.4 tons per day of municipal solid waste is less than 35 tons per day, the Model 200-CA-1 waste incinerator is a very small municipal waste combustion unit. Since a very small municipal waste combustion unit is considered an OSWI unit as defined at 40 C.F.R. § 60.2977, the Model 200-CA-1 waste incinerator is an OSWI unit.

The Model 200-CA-1 waste incinerator combusts prohibited goods.

Pursuant to 40 C.F.R. § 60.2887(p), an incineration unit that combusts contraband or prohibited items is excluded if the unit is owned or operated by a government agency such as police, customs, agricultural inspection, or a similar agency to destroy only illegal or prohibited goods such as illegal drugs, or agricultural food products that cannot be transported into the country or across State lines to prevent biocontamination. The exclusion does not apply to items either confiscated or incinerated by private, industrial, or commercial entities.

CRAA is a government agency that owns and operates the Model 200-CA-1 waste incinerator at the Capital Region International Airport.

CRAA states that it is a public entity created pursuant to Michigan's Airport Authorities Act, 1970 P.A. 73, M.C.L. § 259.801 *et seq.* Pursuant to Section 7 of 1970 P.A. 73, M.C.L. § 259.807, CRAA has "the power and duty of planning, promoting, extending, owning, maintaining, acquiring, purchasing, constructing, improving, enlarging, and operating all publicly-owned airports and airport facilities hereinafter established to be operated within the territorial jurisdiction of the authority." Since CRAA is a public entity that has been empowered to own and operate publicly owned airports and airport facilities, EPA determines that CRAA is a government agency. CRAA also states that it owns and operates the Model-200-CA-1 waste incinerator.

The Model 200-CA-1 waste incinerator will be used to only destroy prohibited goods such as agricultural food products that cannot be transported into the country or across State lines to prevent contamination.

The U.S. Department of Agriculture APHIS regulates the import of certain garbage from foreign countries. APHIS defines garbage in this context to be "all waste material that is derived in whole or in part from fruits, vegetables, meats, or other plant or animal (including poultry) material, and other refuse of any character whatsoever that has been associated with any such material."⁸ Garbage becomes "regulated garbage" subject to APHIS regulations when the garbage is aboard or removed from a means of conveyance, such as an aircraft, that has been in

⁷ Calculated as 200 pounds/hour * 24 hours/day * (1 ton/2000 pounds) = 2.4 tons/day.

⁸ See 7 C.F.R. § 330.400(b) and 9 C.F.R. § 94.5(b).

any port outside the United States and Canada within the previous two-year period⁹. Although not all garbage generated on board a means of conveyance is regulated garbage, any garbage that is commingled with regulated garbage also becomes regulated garbage¹⁰.

APHIS regulations prohibit the importation of garbage from all foreign countries except Canada in order to protect against the introduction of exotic animal and plant pests and diseases¹¹. Regulated garbage must be disposed of, placed on, or removed from a means of conveyance in accordance with APHIS regulations. One method of processing regulated garbage allowed by APHIS regulation is incineration. CRAA has entered into and is subject to an APHIS Regulated Garbage Compliance Agreement. This agreement allows CRAA to process but not haul regulated waste in accordance with applicable APHIS requirements. As part of the agreement with APHIS, CRAA will incinerate the regulated garbage in the Model 200-CA-1 waste incinerator.

CRAA characterizes the waste collected from international passenger and freight arrivals as containing food waste, paper, and plastics. The waste is removed from an aircraft by either the aircraft operator or a ground handler. AvFlight, a hauler licensed to handle APHIS regulated garbage, is part of the ground crew that services the aircraft at the Capital Region International Airport. As part of its servicing responsibilities, AvFlight cleans the aircraft, bags up all regulated garbage, and removes the regulated garbage from the aircraft. All waste in the bag is considered APHIS regulated garbage because any unregulated garbage has been commingled with regulated garbage. Once removed from the aircraft, CRAA staff take custody of the bagged regulated garbage and incinerate it in accordance with the APHIS regulations and the APHIS Regulated Garbage Compliance Agreement.

Since APHIS regulations prohibit the importation of regulated garbage and since CRAA will only use the Model 200-CA-1 waste incinerator to incinerate municipal solid waste classified by APHIS as regulated garbage generated on arriving and departing international passenger and freight aircraft, the incinerator will only be used to destroy prohibited goods.

The Model 200-CA-1 waste incinerator is excluded pursuant to 40 C.F.R. § 60.2887(p).

CRAA is a government agency that will use the Model 200-CA-1 waste incinerator to destroy only regulated garbage. Regulated garbage is prohibited pursuant to APHIS regulations. Pursuant to 40 C.F.R. § 60.2887(p), units that combust contraband or prohibited goods may be excluded from 40 C.F.R. Part 60 Subpart EEEE. However, the exclusion is not available to items confiscated or incinerated by private, industrial, or commercial entities.

CRAA, as a government entity operating the Capital Region International Airport, is not itself a private, industrial, or commercial entity. CRAA is both the owner and the operator of the Model 200-CA-1 waste incinerator. CRAA is the only entity that incinerates the regulated garbage, earlier determined to be a municipal solid waste for the purpose of 40 C.F.R. Part 60, Subpart EEEE. Although AvFlight, an entity separate from CRAA, initially collects and bags the waste

⁹ See 7 C.F.R. § 330.401 and 9 C.F.R. § 94.5(c).

¹⁰ See 7 C.F.R. § 330.401(a)(2) and 9 C.F.R. § 94.5(c)(1)(ii).

¹¹ See 7 C.F.R. § 330.400(a)(2) and 9 C.F.R. § 94.5(a)(2).

from the aircraft, all waste is collected and handled as if it is regulated garbage subject to APHIS regulations. Once collected and bagged, CRAA takes custody of the regulated garbage for processing via incineration in accordance with APHIS regulations and the APHIS Regulated Garbage Compliance Agreement.

Therefore, EPA determines that the Model 200-CA-1 waste incinerator is a unit owned and operated by a government agency that combusts contraband or prohibited goods and is thus excluded pursuant to 40 C.F.R. § 60.2887(p).

The Model 200-CA-1 waste incinerator is not excluded as an incinerator used for national security.

CRAA also requested a determination of the applicability of the exclusion for incinerators used for national security. Pursuant to 40 C.F.R. § 60.2887(q), an incinerator used for national security is excluded if it meets the requirements specified in 40 C.F.R. § 60.2887(q)(1) or (2). For the reasons discussed below, EPA determines that the Model 200-CA-1 waste incinerator does not meet the requirements to be excluded as an incinerator used for national security.

40 C.F.R. § 60.2887(q)(1) provides an exclusion for incineration units used solely during military training field exercises to destroy national security materials integral to the field exercises. CRAA does not intend to use the incinerator solely during military training field exercises to destroy national security materials integral to the field exercises. Instead, CRAA intends to incinerate APHIS regulated garbage and does not represent the regulated garbage as a national security material integral to a military training field exercise.

40 C.F.R. § 60.2887(q)(2) provides an exclusion to incineration units used solely to incinerate national security materials if its use is necessary to safeguard national security. To qualify for the exclusion, the owner and/or operator of the OSWI unit must follow the request requirements specified in 40 C.F.R. § 60.2887(q)(2)(i) and (ii) and the Administrator must approve the request for exclusion.

CRAA claims that the regulated garbage must be incinerated to protect agricultural and animal health as part of protecting national security. While APHIS regulations require regulated garbage to be handled in specific ways to prevent the introduction of pests and disease, it is unclear whether the waste is a national security material. CRAA describes the waste as “APHIS regulated waste collected from international flights includ[ing] food waste from passenger meals, paper tissues, cardboard boxes, paper/plastic cups, and paper/plastic utensils”. Although “national security material” as a term is undefined in the regulation, the preamble to 40 C.F.R. Part 60, Subpart EEEE provides some insight into the meaning of this term¹². Public comments regarding this exclusion suggest that the national security materials were understood to be national security documents, classified materials, and other sensitive materials designated by the U.S. Armed Forces, the Department of Energy, and other similar agencies. In responding to public comments¹³, EPA explains that the exclusion is available only if a source or governmental

¹² See 70 FR 74869, available online at <https://www.federalregister.gov/documents/2005/12/16/05-23716/standards-of-performance-for-new-stationary-sources-and-emission-guidelines-for-existing-sources>.

¹³ See 70 FR 74869 at 74880-74881.

entity “demonstrate[s] that the unit is used solely to incinerate national security materials”.

CRAA, in supplementing its request for this exclusion, explains that a reliable alternative to incineration exists but could potentially become temporarily unavailable. As part of its Standard Operating Procedure for APHIS Regulated Garbage, CRAA specifies a backup plan to be implemented if the incinerator becomes inoperative. As part of the backup plan, CRAA will arrange for transportation of the regulated garbage to another location to be incinerated by a third party. CRAA views this as potentially unreliable since CRAA may not be able to comply with APHIS regulations for the regulated garbage if a hauler is not available. However, EPA, in its response to public comments regarding the national security exclusion, explains that “there may be unexpected circumstances when mechanical or other means of destruction are temporarily unavailable, requiring the use of backup incineration during those periods.”¹⁴ This suggests that an exclusion would only be appropriate if other means of destruction are unavailable, and that the incinerator would only be used when those other means are unavailable. Based on the information provided by CRAA, it intends to use the incinerator as the primary method to process regulated garbage consistent with APHIS regulations, not as a backup to other available means of destruction. Further, it is unclear whether other haulers exist or could be contracted to haul regulated garbage to another incinerator.

Finally, to qualify for the exclusion, a source must comply with the requirements in 40 C.F.R. § 60.2887(q)(2)(i) and (ii). In particular, 40 C.F.R. § 60.2887(q)(2)(ii) requires the request for exclusion to be submitted and approved by the Administrator prior to initial startup of the incinerator. CRAA states that construction of the incinerator commenced on April 1, 2010. Since being constructed, CRAA has operated the incinerator. The State of Michigan has regularly inspected the source and observed operation of the Model 200-CA-1 waste incinerator several times as part of its compliance and enforcement obligations. Particularly, Michigan compliance inspectors observed operation of the incinerator as early as February 25, 2014¹⁵ and observed a stack test as recently as July 2021¹⁶. Since this request has been submitted after the incinerator’s initial startup, EPA cannot approve the request for exclusion on the basis of national security prior to initial startup as required by 40 C.F.R. § 60.2887(q)(2)(ii).

Applicability Determination

Pursuant to 40 C.F.R. § 60.2887(p), EPA has concluded that CRAA’s Model 200-CA-1 waste incinerator, located in Lansing, Michigan, is an OSWI unit owned and operated by a government agency that combusts contraband or prohibited goods and is thus excluded from the requirements of 40 C.F.R. Part 60, Subpart EEEE. Our determination is based on the facts and verifiable information CRAA provided in its request. This includes the representation that CRAA will only burn regulated garbage it collects from international passenger and freight arrivals in the Model 200-CA-1 waste incinerator. Any change to the waste combusted by the incinerator may require a new determination.

¹⁴ See 70 FR 74869 at 74881.

¹⁵ See Michigan Department of Environmental Quality Air Quality Division Activity Report, Activity Date 02/25/2014, at https://www.egle.state.mi.us/aps/downloads/SRN/N8035/N8035_SAR_20140225.pdf.

¹⁶ See Michigan Department of Environmental Quality Air Quality Division Activity Report, Activity Date 07/21/2021 at https://www.egle.state.mi.us/aps/downloads/SRN/N8035/N8035_SAR_20210721.pdf.

We have coordinated this determination with the Office of Enforcement and Compliance Assurance (OECA) and the Office of Air Quality Planning and Standards (OAQPS). If you have any further questions, please contact Michael Langman of my staff at (312) 886-6867.

Sincerely,

GENEVIEVE DAMICO Digitally signed by GENEVIEVE DAMICO
Date: 2023.01.27 14:49:55 -06'00'

Doug Aburano
Manager
Air Programs Branch

cc: Brad Myott, Field Operations Manager
Air Quality Division
Michigan Department of Environment, Great Lakes, and Energy

Cindy Smith, Permit Section Manager
Air Quality Division
Michigan Department of Environment, Great Lakes, and Energy

Mark Mitchell, Thermal-Chemical Process Unit Manager
Permit Section, Air Quality Division
Michigan Department of Environment, Great Lakes, and Energy