



DEPARTMENT ORDER

**L. L. Bean, Inc.
Casco Street Campus
Cumberland County
Freeport, Maine
A-59-71-N-A**

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

FINDINGS OF FACT

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

I. REGISTRATION

A. Introduction

L. L. Bean, Inc. (L. L. Bean) was issued Air Emission License A-59-71-M-R/M on March 27, 2017, for the operation of emission sources associated with their Casco Street Campus facility.

L. L. Bean has requested an amendment to their license in order to add four boilers, five roof top furnaces, and one emergency generator. L. L. Bean has also removed five boilers and three emergency generators from the facility and has requested their removal from the license. L. L. Bean will continue to operate two existing emergency engines not addressed by this license amendment as described in Air Emission License A-59-71-M-R/M.

The equipment addressed in this license amendment is located at 15 Casco Street, Freeport, Maine.

B. Emission Equipment

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

Boilers

Equipment	Max. Capacity (MMBtu/hr)	Maximum Firing Rate	Fuel Type, % sulfur	Date of Manuf.	Date of Install.	Stack #
LLBCorpBlr #1	4.0	3,922 scf/hr	Natural gas, neg.	2021	2021	LLB1
LLBCorpBlr #2	4.0	3,922 scf/hr	Natural gas, neg.	2021	2021	LLB2
LLBCorpBlr #3	4.0	3,922 scf/hr	Natural gas, neg.	2021	2021	LLB3
LLBCorpBlr #4	4.0	3,922 scf/hr	Natural gas, neg.	2021	2021	LLB4
LLBCorpERU #1	1.2	1,176 scf/hr	Natural gas, neg.	2021	2022	ERU1
LLBCorpERU #2	1.2	1,176 scf/hr	Natural gas, neg.	2021	2022	ERU2

Equipment	Max. Capacity (MMBtu/hr)	Maximum Firing Rate	Fuel Type, % sulfur	Date of Manuf.	Date of Install.	Stack #
LLBCorpERU #3	1.2	1,176 scf/hr	Natural gas, neg.	2021	2022	ERU3
LLBCorpERU #4	1.2	1,176 scf/hr	Natural gas, neg.	2021	2022	ERU4
LLBCorpERU #5	1.2	1,176 scf/hr	Natural gas, neg.	2021	2022	ERU5
CSOC BLR #1*	1.75	1,700 scf/hr	Natural gas, neg.	2010	2011	CSOC BLR #1
CSOC BLR #2*	1.75	1,700 scf/hr	Natural gas, neg.	2010	2011	CSOC BLR #2
TYBLR #1*	6.50	46 gal/hr	Distillate fuel, 0.0015%	1993	1993	TYBLR #1
		6,200 scf/hr	Natural gas, neg.			
TYBLR #2*	6.50	46 gal/hr	Distillate fuel, 0.0015%	1993	1993	TYBLR #2
		6,200 scf/hr	Natural gas, neg.			
TYBLR #3*	6.50	46 gal/hr	Distillate fuel, 0.0015%	1993	1993	TYBLR #3
		6,200 scf/hr	Natural gas, neg.			

* Removed from license

Stationary Engines

Equipment	Max. Input Capacity (MMBtu/hr)	Rated Output Capacity (HP)	Fuel Type, % sulfur	Firing Rate	Date of Manuf.	Date of Install.
LLBCorpGen	5.86	729	Natural gas, neg.	5,862 scf/hr	2020	2021
CSOC CAT #3*	1.2	134	Distillate fuel, 0.0015%	8.75 gal/hr	1995	1995
TY CAT #1*	7.70	1,100	Distillate fuel, 0.0015%	55 gal/hr	1990	1991
TY CAT #2*	7.70	1,100	Distillate fuel, 0.0015%	55 gal/hr	1990	1991

* Removed from license

C. Application Classification

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

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

emissions preceding the modification from the maximum future licensed annual emissions, as follows:

Pollutant	Current License (TPY)	Future License (TPY)	Net Change (TPY)	Significant Emission Levels
PM	11.1	5.1	-6.0	100
PM ₁₀	11.1	5.1	-6.0	100
SO ₂	4.3	0.1	-4.2	100
NO _x	16.9	10.1	-6.8	100
CO	5.1	7.9	2.8	100
VOC	0.4	1.2	0.8	50*

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

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

D. Facility Classification

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

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

II. BEST PRACTICAL TREATMENT (BPT)

A. Introduction

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

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

B. LLBCorpBlr #1-#4 and LLBCorpERU #1-#5

L. L. Bean has proposed the installation of four boilers designated LLBCorpBlr #1-#4, and five energy recovery units (ERUs) designated LLBCorpERU #1-#5. LLBCorpBlrs #1-#4 are rated at 4.0 MMBtu/hr each. LLBCorpERUs #1-#5 each include a furnace rated at 1.2 MMBtu/hr. LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5 will fire natural gas. The units will be installed in 2022 and will each exhaust through its own stack.

1. BACT Findings

L. L. Bean submitted a BACT analysis for control of emissions from LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5.

LLBCorpBlrs #1-#4 are Viessmann gas-fired condensing boilers. These boilers are designed to be high efficiency, low-emissions boilers with automatic self-calibrations for optimum combustion control. Due to the boiler design and type of fuel burned, add-on controls would not be technically or economically feasible. BACT for LLBCorpBlrs #1-#4 is the use of natural gas and the emission limits listed in the tables below.

Due to the unit size and type of fuel burned, emissions from LLBCorpERUs #1-#5 are expected to be minimal and additional controls would not be feasible. BACT for LLBCorpERUs #1-#5 is the use of natural gas and the emission limits listed in the tables below.

Emission Limits

The BACT emission limits for LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5 were based on the following:

PM/PM ₁₀	– 0.05 lb/MMBtu based on 06-096 C.M.R. ch. 115, BACT
SO ₂	– 0.6 lb/MMscf based on AP-42 Table 1.4-2 dated 7/98
NO _x	– 100 lb/MMscf based on AP-42 Table 1.4-1 dated 7/98
CO	– 84 lb/MMscf based on AP-42 Table 1.4-1 dated 7/98
VOC	– 5.5 lb/MMscf based on AP-42 Table 1.4-2 dated 7/98
Visible Emissions	– 06-096 C.M.R. ch. 101

The BACT emission limits for LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5 are the following:

Unit	Pollutant	lb/MMBtu
LLBCorpBlr #1	PM	0.05
LLBCorpBlr #2	PM	0.05
LLBCorpBlr #3	PM	0.05
LLBCorpBlr #4	PM	0.05

Unit	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
LLBCorpBlr #1 natural gas	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #2 natural gas	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #3 natural gas	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #4 natural gas	0.2	0.2	--	0.39	0.33	0.02
LLBCorpERU #1 natural gas	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #2 natural gas	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #3 natural gas	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #4 natural gas	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #5 natural gas	0.06	0.06	--	0.12	0.10	0.01

2. Visible Emissions

Visible emissions from LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5 shall not exceed 10% opacity on a six-minute block average basis.

3. New Source Performance Standards (NSPS): 40 C.F.R. Part 60, Subpart Dc

Due to the size, LBCorpBLRs #1 - #4 and LLBCorpERUs #1-#5 are not subject to *Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units* 40 C.F.R. Part 60, Subpart Dc for units greater than 10 MMBtu/hr manufactured after June 9, 1989. [40 C.F.R. § 60.40c]

C. LLBCorpGen

L. L. Bean plans to install and operate an emergency generator designated LLBCorpGen. The emergency generator is a generator set consisting of an engine and an electrical generator. The emergency generator has an engine rated at 5.86 MMBtu/hr which fires natural gas. The emergency generator was manufactured in 2020.

1. BACT Findings

The BACT emission limits for the generator are based on the following:

- PM/PM₁₀ - 0.05 lb/MMBtu from 06-096 C.M.R. ch. 115, BACT
- SO₂ - 0.000588 lb/MMBtu from AP-42 Table 3.2-2, dated 7/00
- NO_x - 2.0 g/HP-hr from 40 C.F.R. Part 60, Subpart JJJJ, Table 1
- CO - 0.317 lb/MMBtu from AP-42 Table 3.2-2, dated 7/00
- VOC - 0.118 lb/MMBtu from AP-42 Table 3.2-2, dated 7/00
- Opacity - 06-096 C.M.R. ch. 115, BACT

The BACT emission limits for the generator are the following:

Unit	Pollutant	lb/MMBtu
LLBCorpGen	PM	0.05

Unit	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
LLBCorpGen	0.29	0.29	--	3.2	1.86	0.69

Visible emissions from the emergency generator shall not exceed 10% opacity on a six-minute block average basis.

The Department has determined that the proposed BACT visible emission limit is more stringent than the applicable limit in 06-096 C.M.R. ch. 101. Therefore, the visible emission limit for the generator has been streamlined to the more stringent BACT limit, and only this more stringent limit shall be included in the air emission license.

2. 40 C.F.R. Part 60, Subpart JJJJ

Standards of Performance for Spark Ignition Internal Combustion Engines, 40 C.F.R. Part 60, Subpart JJJJ is applicable to the emergency engine listed above since the unit was ordered after June 12, 2006, and manufactured after January 1, 2009. [40 C.F.R. § 60.4230] By meeting the requirements of 40 C.F.R. Part 60, Subpart JJJJ, the unit also meets the requirements found in the *National Emission Standards for Hazardous*

Air Pollutants for Stationary Reciprocating Internal Combustion Engines, 40 C.F.R. Part 63, Subpart ZZZZ. [40 C.F.R. § 63.6590(c)]

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

a. Emergency Engine Designation and Operating Criteria

Under 40 C.F.R. Part 60, Subpart JJJJ, a stationary reciprocating internal combustion engine (ICE) is considered an emergency stationary ICE (emergency engine) as long as the engine is operated in accordance with the following criteria. Operation of an engine outside of the criteria specified below may cause the engine to no longer be considered an emergency engine under 40 C.F.R. Part 60, Subpart JJJJ, resulting in the engine being subject to requirements applicable to non-emergency engines.

(1) Emergency Situation Operation (On-Site)

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

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

(2) Non-Emergency Situation Operation

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

- (i) An emergency engine may be operated for a maximum of 100 hours per calendar year for maintenance checks and readiness testing, provided that the tests are recommended by federal, state, or local government; the manufacturer; the vendor; the regional transmission organization or equivalent balancing authority and transmission operator; or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for

maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE more than 100 hours per calendar year.

- (ii) An emergency engine may be operated for up to 50 hours per calendar year for other non-emergency situations. **However, these operating hours are counted as part of the 100 hours per calendar year operating limit described in paragraph (2) and (2) (i) above.**

The 50 hours per calendar year operating limit for other non-emergency situations cannot be used for peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity.

[40 C.F.R. §§ 60.4243(d) and 60.4248]

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

(1) Manufacturer Certification Requirement

The engine shall be certified by the manufacturer as meeting the emission standards for new nonroad spark ignition engines found in 40 C.F.R. Part 60, Subpart JJJJ, Table 1. L. L. Bean has provided a copy of the certification to the Department. [40 C.F.R. § 60.4233]

(2) Non-Resettable Hour Meter Requirement

A non-resettable hour meter shall be installed and operated on each engine. [40 C.F.R. § 60.4237]

(3) Operation and Maintenance Requirement

The engine shall be operated and maintained according to the manufacturer's written instructions or procedures developed by L. L. Bean that are approved by the engine manufacturer. L. L. Bean may only change those settings that are permitted by the manufacturer. [40 C.F.R. § 60.4243]

(4) Annual Time Limit for Maintenance and Testing

As an emergency engine, the unit shall be limited to 100 hours/year for maintenance and testing. The emergency engine may operate up to 50 hours per year in non-emergency situations, but those 50 hours are included in the 100 hours total allowed for maintenance and testing. The 50 hours for non-emergency use cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity. [40 C.F.R. § 60.4243(d)]

(5) Recordkeeping

L. L. Bean shall keep records that include maintenance conducted on the engine and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4245(b)]

D. Annual Emissions

The table below provides an estimate of facility-wide annual emissions for the purposes of calculating the facility’s annual air license fee and establishing the facility’s potential to emit (PTE). Only licensed equipment is included, i.e., emissions from insignificant activities are excluded. Similarly, unquantifiable fugitive particulate matter emissions are not included. Maximum potential emissions were calculated based on the following assumptions:

- Operating emergency generators for 100 hrs/yr;
- Operating the boilers for 8,760 hr/yr.

Please note, this information should not be construed to represent a comprehensive list of license restrictions or permissions. That information is provided in the Order section of this license.

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

	PM	PM ₁₀	SO ₂	NO _x	CO	VOC
LLBCorpBLR #1	0.9	0.9	0.01	1.7	1.4	0.1
LLBCorpBLR #2	0.9	0.9	0.01	1.7	1.4	0.1
LLBCorpBLR #3	0.9	0.9	0.01	1.7	1.4	0.1
LLBCorpBLR #4	0.9	0.9	0.01	1.7	1.4	0.1
LLBCorpERU #1	0.3	0.3	--	0.5	0.4	0.1
LLBCorpERU #2	0.3	0.3	--	0.5	0.4	0.1
LLBCorpERU #3	0.3	0.3	--	0.5	0.4	0.1
LLBCorpERU #4	0.3	0.3	--	0.5	0.4	0.1
LLBCorpERU #5	0.3	0.3	--	0.5	0.4	0.1
LLB CAT #4	--	--	--	0.3	0.1	0.1
CRC CAT	--	--	--	0.3	0.1	0.1
LLBCorpGen	--	--	--	0.2	0.1	0.1
Total TPY	5.1	5.1	0.1	10.1	7.9	1.2

Pollutant	Tons/year
Single HAP	9.9
Total HAP	24.9

III. AMBIENT AIR QUALITY ANALYSIS

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

Pollutant	Tons/Year
PM ₁₀	25
SO ₂	50
NO _x	50
CO	250

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

ORDER

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

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

The Department hereby grants Air Emission License Amendment A-59-71-N-A subject to the conditions found in Air Emission License A-59-71-M-R/M and the following conditions.

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

SPECIFIC CONDITIONS

Specific Condition (16) of Air Emission License A-59-71-M-R/M (3/28/2017) is hereby removed.

Specific Condition (17) of Air Emission License A-59-71-M-R/M (3/28/2017) shall be replaced by the following:

(17) **LLBCorpBlrs #1-#4 and LLBCorpERUs #1-#5**

A. Fuel

Boilers LLBCorpBlrs #1-#4 and ERUs LLBCorpERUs #1-#5 shall only fire natural gas.

B. Emissions shall not exceed the following:

Emission Unit	Pollutant	lb/MMBtu	Origin and Authority
LLBCorpBlr #1	PM	0.05	06-096 C.M.R. ch. 115, BACT
LLBCorpBlr #2	PM	0.05	
LLBCorpBlr #3	PM	0.05	
LLBCorpBlr #4	PM	0.05	

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

Emission Unit	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
LLBCorpBlr #1	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #2	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #3	0.2	0.2	--	0.39	0.33	0.02
LLBCorpBlr #4	0.2	0.2	--	0.39	0.33	0.02
LLBCorpERU #1	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #2	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #3	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #4	0.06	0.06	--	0.12	0.10	0.01
LLBCorpERU #5	0.06	0.06	--	0.12	0.10	0.01

D. Visible emissions from each boiler shall not exceed 10% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 101, § 3(A)(3)]

All reference to generators TY CAT #1, TY CAT #2, and CSOC CAT #3 is hereby removed from Specific Condition (18) of Air Emission License A-59-71-M-R/M (3/28/2017).

The following are new conditions:

(20) LLBCorpGen

A. LLBCorpGen shall be limited to 100 hours of operation per calendar year, excluding operating hours during emergency situations. [06-096 C.M.R. ch. 115, BACT]

B. Emissions shall not exceed the following:

Unit	Pollutant	lb/MMBtu	Origin and Authority
LLBCorpGen	PM	0.05	06-096 C.M.R. ch. 103, § (2)(B)(1)(a)

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

Unit	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
LLBCorpGen	0.29	0.29	--	3.2	1.86	0.69

D. Visible Emissions

Visible emissions from LLBCorpGen shall not exceed 10% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 115, BACT]

E. The Emergency Generator shall meet the applicable requirements of 40 C.F.R. Part 60, Subpart JJJJ, including the following:
[incorporated under 06-096 C.M.R. ch. 115, BACT]

1. Manufacturer Certification

The engine shall be certified by the manufacturer as meeting the emission standards for new nonroad spark ignition engines found in 40 C.F.R. Part 60, Subpart JJJJ, Table 1.

2. Non-Resettable Hour Meter

A non-resettable hour meter shall be installed and operated on the engine. [40 C.F.R. § 60.4237 and 06-096 C.M.R. ch. 115, BACT]

3. Annual Time Limit for Maintenance and Testing

a. As an emergency engine, the unit shall be limited to 100 hours/year for maintenance checks and readiness testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, demand response, or to generate income for a facility by

providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity). The limits are based on a calendar year. Compliance shall be demonstrated by records (electronic or written log) of all engine operating hours. [40 C.F.R. § 60.4243(d) and 06-096 C.M.R. ch. 115, BACT]

- b. L. L. Bean shall keep records that include maintenance conducted on the engine and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4245(b)]

4. Operation and Maintenance

The engine shall be operated and maintained according to the manufacturer's written instructions or procedures developed by L. L. Bean that are approved by the engine manufacturer. L. L. Bean may only change those settings that are permitted by the manufacturer. [40 C.F.R. § 60.4243]

DONE AND DATED IN AUGUSTA, MAINE THIS 10th DAY OF JUNE, 2022.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY:  for
MELANIE LOYZIM, COMMISSIONER

The term of this amendment shall be concurrent with the term of Air Emission License A-59-71-M-R/M.

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: February 1, 2022

Date of application acceptance: February 9, 2022

Date filed with the Board of Environmental Protection:

This Order prepared by Benjamin Goundie, Bureau of Air Quality.

FILED
JUN 10, 2022
State of Maine
Board of Environmental Protection