United Technologies Inc
Annual Inspection conducted on July 20, 2012 and August 02, 2012

EU ID	EU DESCRIPTION	EU STATUS	EU CLASSIFICATION	OK	NOT OK
9	Diesel storage tanks - misc., non-regulated EU, NSPS exempt	A	U	√	
10	Jet fuel storage tanks - misc., unregulated EU, NSPS exempt	A	U	√	
12	Jet fuel storage tank (F-8-CFF)	A	U	√	
14	Paint spray booth (PS-1-TMC) for refinishing support equip.	A	R	√	
15	Closed-loop flush cleaning (BF-1-RL10) using Vertrel MCA.	A	U	√	
16	Boiler (BO-12-E6) heat input of 42 MMBTU/HR	A	R	√	
18	Acid Gas Scrubbing System (AS-2-MPL)	A	U	√	
22	2 boilers (BO-1-MBH,BO-2-BMH); 54 MMBTU/Hr each	A	R	√	
31	Two 20,000 gallon diesel tanks (DL-19-SEGF, DL-20-SEGF)	A	U	√	
37	Above ground gasoline storage tank (GA-1R-TAB)	A	U	√	
40	Two furnaces (FU-3-MHT, FU-4-MHT), 6 MMBTUH each	A	U	√	
45	Water evaporator (EV-1-MW) heat input of 0.2 MMBTU/Hr	A	U	√	
49	Plasma spray booths	A	U	√	
59	Miscellaneous air and fuel heaters fired with natural gas	A	U	√	
64	Paint spray booth (PSB-1-RTF) for refinishing support equip.	A	R	√	
65	Miscellaneous diesel engines	A	U	√	
66	Boiler (BO-14-E8) heat input of 6.7 MMBTU/hr, propane fired	A	R	√	
68	Emergency electrical generating facility	A	R	√	
69	Ten existing jet engine test stands	A	U	√	
70	Aerospace hand-wipe cleaning operations	A	U	√	
71	Aerospace spray gun cleaning operation	A	U	√	
72	Aerospace flush cleaning operations	A	U	√	
73	Aerospace primer/topcoat application operations (PS-2-MM)	A	U	√	
74	Aerospace waste storage and handling operations	A	U	√	
77	Combustion Turbine Test Stands	A	R	√	
78	Vertrel Vapor Degreaser	A	R	√	
79	Two JP8 fired Turbine Engines	A	R	√	

EU ID	EU DESCRIPTION	EU STATUS	EU CLASS_FN	OK	NOT OK
80	E-8 Rocket Engine Test Stand	C	R	√	
81	SIK - Paint spray booth (PS-14-SIK)	A	R	√	
82	SIK - Paint spray booth (PS-16-SIK)	A	R	√	
83	SIK - boiler (BO-4-SIK); fired by natural gas, 2.93 mmBTU/hr	A	R	√	
84	SIK - Alodine Tank (10 GAL)	A	R	√	
85	Miscellaneous VOC/HAP Emission Sources - Facility Wide	A	R	√	
86	Fire Innovation and Test (FIT) Center	C	R	√	

Inspection Comment:

I (Binod Basnet) and Laxmana Tallam conducted annual inspection at United Technologies Inc on July 20, 2012 and August 02, 2012. Mr. Dean Gee, facility representative, was present on site during the time of inspection.

Closed-loop flush cleaning (BF-1-RL10) using Vertrel MCA (EU-15): The emissions unit is not operable at this time as it has been moved to another location within the facility where it will be placed for future use.

Emergency electrical generating facility (EU-68): The emissions unit was not in operation during the time of inspection. Facility provided hours of operation and monthly furl consumption records as requested during the inspection.

Ten existing jet engine test stands (EU-69): One of the jet engine test stands at test area A was in operation during the inspection on July 20, 2012. During the inspection on August 02, 2012, none of the test stands were in operation. It was found that the stand A-05 was demolished in 2001-2002. The test stand C-10 at the test area C was not functional; however it was not demolished from the site. The facility representative stated that the test area A and test area C are used for both (military and commercial) types of aircraft engines, although the permit shows that test area A is for military aircrafts and C for commercial aircrafts. The facility has been advised to make a note and reflect the changes in the application when applying for the permit renewal in future.

Combustion Turbine Test Stands (EU-77): This emissions unit is not in operation in the year 2011 and 2012.

Vertrel Vapor Degreaser (EU-78): This emissions unit has been shutdown and it is not operable at this time. Facility provided the records in email as requested during the inspection.

Two JP8 fired Turbine Engines (EU-79): This emissions unit was operating during the time of inspection. Facility provided information required in permit conditions G.5 and G.7 from October 2011 – till now in email as requested.

E-8 Rocket Engine Test Stand (EU-80): This emissions unit is not in operation in the year 2011 and 2012.

SIK – Paint spray booth (PS-14-SIK) (EU-81): This emissions unit was not in operation during the time of inspection. The filters were in place and manometers were installed on each side of the filters to check pressure differential that will help determine the time to change the filters. Facility provided the MSDS sheets of the paints used in the paint booth and also the records maintained on site.

SIK – Paint spray booth (PS-16-SIK) (EU-82): This emissions unit was in operation during the time of inspection. The paint booth was enclosed and the filters were in place. Facility has installed manometers n each side of the filters to check pressure differential that will help determine the time to change the filters.

SIK – Alodine Tank (10 GAL) (EU-84): The Alodine Tank was enclosed with the cover during the time of inspection It was place at a platform about 2.5 feet above the ground. It was not in operation during the time of inspection.

Fire Innovation and Test (FIT) Center (EU-86): The FIT center was not in operation during the time of inspection. The facility representatives were present on site during the time of inspection. They informed that there were several tests conducted on site since February 15, 2012. They informed that the Title V permit revision application, to incorporate this emissions unit, will be submitted before the deadline – August 13, 2012.

The department received semiannual Aerospace NESHAP Subpart GG Compliance certification report for **Emissions Units EU-70, EU-71, EU-72, EU-73 & EU-74** for the period of January 1, 2012 t June 30, 2012. The department informed the facility that at this time the facility is not required to submit the NESHAP Subpart GG compliance certification report for these emissions units. For emissions units **EU-70, EU-71, EU-72 & EU-73,** the current permit states, "Jet engines manufacturing ceased in 2000 after the transfer of those operations and associated equipment to Connecticut. The current operations are exempt from Subpart GG based on 40 CFR 63.741(f) & (h). If the facility re-engages in jet engine activities, then the facility shall apply and obtain a permit revision prior to the start-up of such activities." And the emissions unit **EU-74** is exempt from Subpart 40 CFR 63 Subpart GG, based on 40 CFR 63.741(e), because it is currently operating under a RCRA permit.