§ 52.484 Interstate pollutant transport provisions; What are the FIP requirements for decreases in emissions of nitrogen oxides?

(a)(1) The owner and operator of each source located within the District of Columbia and for which requirements are set forth under the Federal CAIR NO\textsubscript{X} Annual Trading Program in subparts AA through II of part 97 of this chapter must comply with such applicable requirements. The obligation to comply with these requirements in part 97 of this chapter will be eliminated by the promulgation of an approval by the Administrator of a revision to the District of Columbia State Implementation Plan (SIP) as meeting the requirements of CAIR for PM\textsubscript{2.5} relating to NO\textsubscript{X} under § 51.123 of this chapter, except to the extent the Administrator’s approval is partial or conditional or unless such approval is under § 51.123(e) of this chapter.

(b)(1) The owner and operator of each NO\textsubscript{X} source located within the District of Columbia and for which requirements are set forth under the Federal CAIR NO\textsubscript{X} Ozone Season Trading Program in subparts AAAA through IIII of part 97 of this chapter must comply with such applicable requirements. The obligation to comply with these requirements in part 97 of this chapter will be eliminated by the promulgation of an approval by the Administrator of a revision to the District of Columbia State Implementation Plan (SIP) as meeting the requirements of CAIR for ozone relating to NO\textsubscript{X} under § 51.123 of this chapter, except to the extent the Administrator’s approval is partial or conditional or unless such approval is under § 51.123(e) of this chapter.

(c) Notwithstanding any provisions of paragraphs (a) and (b) of this section and subparts AA through II and AAAA through IIII of part 97 of this chapter to the contrary:

(1) With regard to any control period that begins after December 31, 2011,

(i) The provisions in paragraphs (a) and (b) of this section relating to NO\textsubscript{X} annual or ozone season emissions shall not be applicable; and

(ii) The Administrator will not carry out any of the functions set forth for the Administrator in subparts AA through II and AAAA through IIII of part 97 of this chapter; and

(2) The Administrator will not deduct for excess emissions any CAIR NO\textsubscript{X} allowances or CAIR NO\textsubscript{X} Ozone Season allowances allocated for 2012 or any year thereafter;

(3) By November 7, 2011, the Administrator will remove from the CAIR NO\textsubscript{X} Allowance Tracking System accounts all CAIR NO\textsubscript{X} allowances allocated for a control period in 2012 and any subsequent year, and, thereafter, no holding or surrender of CAIR NO\textsubscript{X} allowances will be required with regard to emissions or excess emissions for such control periods; and

(4) By November 7, 2011, the Administrator will remove from the CAIR NO\textsubscript{X} Ozone Season Allowance Tracking System accounts all CAIR NO\textsubscript{X} Ozone Season allowances allocated for a control period in 2012 and any subsequent year,
§ 52.485 Interstate pollutant transport provisions; What are the FIP requirements for decreases in emissions of sulfur dioxide?

(a) The owner and operator of each SO₂ source located within the District of Columbia and for which requirements are set forth under the Federal CAIR SO₂ Trading Program in subparts AAA through III of part 97 of this chapter must comply with such applicable requirements. The obligation to comply with these requirements in part 97 of this chapter will be eliminated by the promulgation of an approval by the Administrator of a revision to the District of Columbia State Implementation Plan as meeting the requirements of CAIR for PM₂·₅ relating to SO₂ under § 51.124 of this chapter, except to the extent the Administrator’s approval is partial or conditional or unless such approval is under § 51.124(r) of this chapter.

(b) Notwithstanding any provisions of paragraph (a) of this section and subparts AAA through III of part 97 of this chapter and any State’s SIP to the contrary:

(1) With regard to any control period that begins after December 31, 2011,

(2) The Administrator will not carry out any of the functions set forth for the Administrator in subparts AAA through III of part 97 of this chapter; and

(2) The Administrator will not deduct for excess emissions any CAIR SO₂ allowances allocated for 2012 or any year thereafter.

[72 FR 62345, Nov. 2, 2007, as amended at 76 FR 48362, Aug. 8, 2011]

§ 52.486 Requirements for state implementation plan revisions relating to new motor vehicles.

The District of Columbia must comply with the requirements of § 51.120.

[60 FR 4737, Jan. 24, 1995]

EFFECTIVE DATE NOTE: At 78 FR 33984, June 6, 2013, § 52.498 was removed and reserved, effective Aug. 5, 2013.

§ 52.499 Significant deterioration of air quality.

(a) The requirements of sections 160 through 165 of the Clean Air Act are not met, since the plan does not include approvable procedures for preventing the significant deterioration of air quality.

(b) Regulations for preventing significant deterioration of air quality. The provisions of § 52.21 except paragraph (a)(1) are hereby incorporated and made a part of the applicable State plan for the District of Columbia.


§ 52.510 Small business assistance program.

On October 22, 1993, the Administrator of the District of Columbia Environmental Regulation Administration submitted a plan for the establishment and implementation of a Small Business Technical and Environmental Compliance Assistance Program as a state implementation plan revision (SIP), as required by title V of the Clean Air Act. EPA approved the Small Business Technical and Environmental Compliance Assistance Program on August 17, 1994 and made it part of the District of Columbia SIP. As with all components of the SIP, the District of Columbia must implement the program as submitted and approved by EPA.

[59 FR 42168, Aug. 17, 1994]

§ 52.515 Original identification of plan section.

(a) This section identifies the original “Air Implementation Plan for the District of Columbia” and all revisions submitted by the District of Columbia