

PSD for Russell City Energy Center.txt

From: MATHIAS THIEL
Sent: Monday, August 17, 2009 4:24 PM
To: Weyman Lee
Subject: PSD for Russell City Energy Center
Mr. Weyman Lee, P. E.,

Senior Air Quality Engineer,
Bay Area Air Quality Management District
939 Ellis Street.
San Francisco, CA 94109

Dear Mr Weyman

I live in the hills by Cal State, some significant distance from the plant, so I am not as directly affected by the plant itself, as others might be. I am however concerned with the plume that comes out of the smoke stack. For me to feel comfortable with the plume would depend on the concentration of pollutants as a function of distance from the stack. Since start-up and shut down cycles involve significantly different amounts of pollutant, those conditions need to be listed separately. Wind conditions moisture in the air and certainly rain or drizzle would affect the height to which the plume rises over distance. At my age I am sensitive to pollutants and I do not think my doctor would advise me to breathe inside the plume. So I would be very interested in plume data.

The other aspects of air quality are turbulence wind direction and

fluctuations of temperature with distance and time. It seems to me that the presence of the smoke stack would complicate this structure. I took a look at an accident report of the FAA over the NY East River (see below). The conclusion was pilot error, but looking at the difference in wind conditions and temperature these could have been significant contributors. The plane dropped quite a bit just before impact. So I would also be interested at the FAA opinion concerning this plant. It seems to me that the thermal plume could be a significant deterioration for light aircraft. The bay area has heavy air traffic that can be seriously affected. A single accident can result in serious loss of life.

I look forward to your response.

Mathias van Thiel

<http://www.nts.gov/publ i ctn/2007/AAB0702.htm>

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Aircraft Accident Brief
Crash During Turn Maneuver
Cirrus SR-20, N929CD
Manhattan, New York City
October 11, 2006

NTSB/AAB-07/02

PDF Document [700 KB]

Accident Number:
DCA07MA003

Operator:
Private Owner

Aircraft and Registration:
Cirrus SR20, N929CD

Location:
Manhattan, New York City

Date:
October 11, 2006

Adopted On:
May 1, 2007

METEOROLOGICAL INFORMATION

The New York Central Park Automated Surface Observing System reported at the time of the accident that winds were from 060° at 6 knots, visibility was at 7 statute miles, the ceiling was overcast at 1,800 feet above ground level (agl), the temperature was 17° Celsius (C), the dewpoint was 13° C, and the altimeter was 29.90 inches of mercury. No visibility restrictions were reported at any of the surrounding airport weather stations. An aircraft that was landing at Newark Liberty International Airport at the time of the accident was equipped with a weather reporting capability that indicated that the winds at 700 feet were from 095° at 13 knots.