

Before The Environmental Appeals Board
United States Environmental Protection Agency
Washington, D. C.

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In re:)	
)	
Russell City Energy Center, LLC)	PSD Appeal Nos. 10-01
)	
PSD Permit No 15487)	
)	
_____)	

Administrative Notice

Federal Aviation Administration (FAA)
Airmen's Information Manual (AIM)
California Pilots Association (CALPILOTS)

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Administrative Notice

Federal Aviation Administration (FAA)

Airmen's Information Manual (AIM)

California Pilots Association (CALPILOTS)

CALPILOTS hereby gives Administrative Notice that on or about July 16, 2010 the FAA posted it's AIM Change No. 1 which now addresses Notice for pilots to avoid Flight in the vicinity of Thermal Plumes (Smoke Stacks and Cooling Towers). It should be noted the AIM is the FAA's Official Guide to Basic Flight Information and Air Traffic Control (ATC) Procedures.

CALPILOTS requests AIM Section 0. 7-5-5 be made as part of the Administrative Record as CALPILOTS Appendix B to show that:

1. Confirms there is a FAA Study as per CALPILOTS Appeal as outlined in Appendix B.
2. Confirms the concern of the FAA in regards to the safety of pilot's, passengers and aircraft.
3. The Bay Area Air Quality Management District (BAAQMD) did not adequately evaluate and study the effect or the Thermal Exhaust Plumes of the RCEC power plant and how they would effect pilots passenger and aircraft using the Hayward Executive Airport.

Note: In order to save on paper CALPILOTS has attached the single page and figure reference 7-5-5 as Appendix 6

Authentication reference July 21, 2010, FAA Air Traffic Plans and Publications, Manuals, AIM Change 1 (http://www.faa.gov/air_traffic/publications/ATPubs/AIM/AIMchg18-26-10.pdf) (PDF) (Effective 08/26/2010) (pdf page 213)

Sincerely,

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Carol Ford
Ron Cozad
CALPILOTS
California Pilots Association
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San Carlos, CA 94070-6868

Appendix B

7-5-5 Avoid Flight in the Vicinity of Thermal Plumes (Smoke Stacks and Cooling Towers)

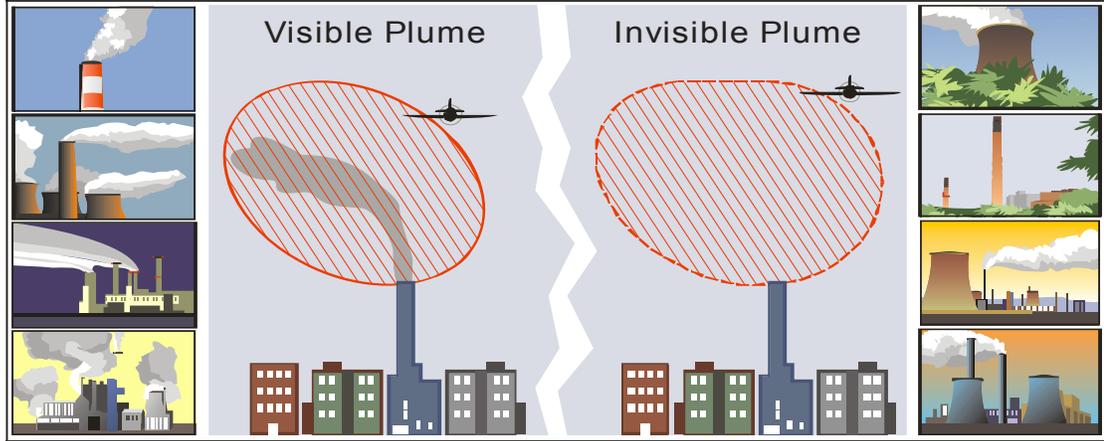
a. Flight Hazards Exist Around

Thermal Plumes. Thermal plumes are defined as visible or invisible emissions from thermal and smoke stacks of power plants, industrial production facilities, or other industrial systems that release large amounts of vertically directed unstable gases. It is presumed that high velocity and/or high temperature exhaust plumes may cause significant air disturbances such as turbulence and vertical shear. Other identified potential hazards include but are not necessarily limited to reduced visibility, oxygen depletion, engine particulate contamination, exposure to gaseous oxides and/or icing. Results of encountering a plume may include airframe damage, aircraft upset, and/or possible adverse effects of high levels of gaseous oxides, low levels of oxygen, engine particulate contamination, icing and restricted visibility. These hazards are most critical during low altitude flight, especially during takeoff and landing.

b. When able, a pilot should fly upwind of possible thermal plumes.

When a plume is visible via smoke or a condensation cloud, remain clear and realize a plume may have both visible and invisible characteristics. Exhaust stacks without visible plumes may still be in full operation and airspace in the vicinity should be treated with caution. As with mountain wave turbulence or clear air turbulence an invisible plume may be encountered unexpectedly. Cooling towers, power plant stacks, exhaust fans, and other similar structures are depicted in FIGURE 7-5-5. Whether plumes are visible or invisible, the total extent of their unstable air is difficult to ascertain. FAA studies are underway to further characterize the effects of thermal plumes and exhaust effluents. Until the results of these studies are known and possible changes to rules and policy are identified and/or published, pilots are encouraged to exercise caution when flying in the vicinity of thermal plumes. Pilots are also encouraged to reference the Airport/ Facility Directory where amplifying notes may caution pilots of an exhaust emitting structure's existence and location.

FIG 7-5-5
Plumes



Certificate of Service

I hereby certify that a copy of the forgoing NOTICE OF APPEARANCE OF COUNSEL was e-filed with the Board's CDX system. The document was served to the following persons in the manner indicated this 15th day of July 2010.

By CDX

U. S. Environmental Protection Agency Clerk of the Board Environmental Appeals Board Colorado Building 1341 G Street, N.W., Suite 600 Washington, D. C. 20005 E-Mail: durr.eurika@epa.gov	
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By E-MAIL

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Executed on July 21, 2010 at Hayward, California

Andy Wilson
California Pilots Association