

THE BRIEFING EPISODE 3 – YOU AND ME

Thank you. I'm Steve Edmiston. I'm here to continue your briefing on NextGen and proposed increased overflights – the briefing that you asked for but did not receive from the FAA – two minutes at a time.

Today is about you and me and why I'm here. You control the Port of Seattle and SeaTac Airport. As between us, you are the 800-pound gorilla. You are the collective Goliath. And, like wizards at Hogwarts, you have a magic wand - an annual \$670 million-dollar wand - to protect our communities. If you choose to use it.

In contrast, I come as a citizen. I don't practice aviation law, but I've litigated superfund lawsuits across the country. I haven't won an Oscar, but I've written motion pictures for 20 years. What I've learned is this – I've learned how to tell the story about what happens when a government agency fixates on economic growth, uses regulatory compliance as a shield, and fails to intervene on behalf of humans and the environment, even when presented with the growing associations to community harm – in other words, when a government runs the big tobacco playbook against its own citizens. I *don't* want to tell that story. That is why I'm giving you this briefing.

Two other triggers for my presence.

First, in the past decade, I've survived Stage 4 Hodgkins Lymphoma. And AML Leukemia. And two stem cell transplants. And losing half my right lung. While there may be no proof of causation between my life near SeaTac and cancer, I submit that scientists would readily accept we are "associated."

The second trigger is the 2016 EPA Environmental Justice Screening of air toxins. I did not know that under our SeaTac flight path we already live in the 100th percentile – the highest percentile – in the entire United States – for "Cancer Risk lifetime." And for "Respiratory Illness Risk" lifetime. This data is only an *association*, intended to identify potential environmental issues. But this association was my first data point. And now it's yours – at the very time you seek to increase overflights.

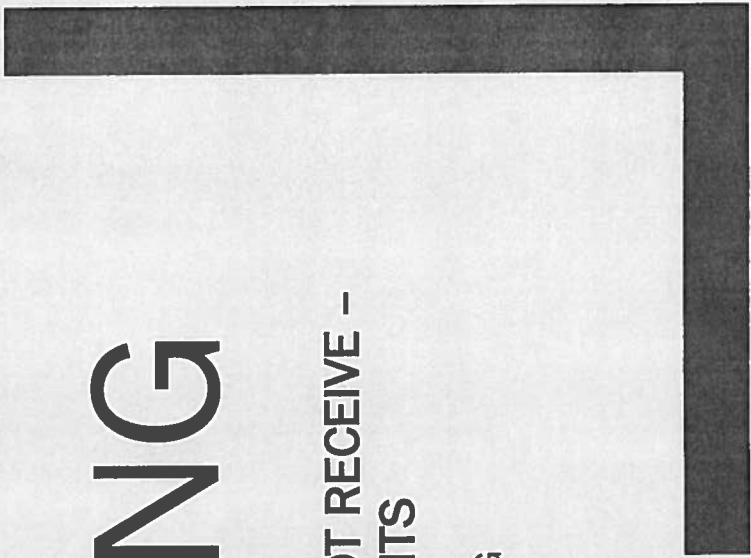
Thank you for giving a citizen two-minutes to comment.



THE BRIEFING

THE BRIEFING YOU ASKED FOR BUT DID NOT RECEIVE -
IN TWO MINUTE PUBLIC COMMENTS

PORT OF SEATTLE COMMISSION MEETING
MARCH 13, 2018
STEVE EDMISTON



Episode 1 – The Briefing You Should Have Had

1. Your request: an FAA and POS staff briefing on the impact of NextGen and increased flight frequency.
2. FAA/POS failure to brief:
 - Developing science
 - The NextGen rebellions
 - Nationwide lawsuits against the FAA
 - Pending state and federal legislation
3. This briefing: 10 months, 43 minutes, 2-minutes at a time

Episode 2 - Transparency

1. How these public comments will be used
2. The choices you make and actions you take
3. Shared concerns
4. Social media – here and around the country
5. Campaign to be the the greenest airport
6. Feature documentary about how, given the information you receive, you will choose to treat the human species found living beneath the flight paths

Episode 2 Public Records Request 18-88:

Request: All documents, photos, emails, texts, videos, data and other records on the following subjects:

- (1) All communications by or between the Port of Seattle staff or consultants, any Port of Seattle Commissioners, and/or the Federal Aviation Administration (FAA), referring or relating to the April 25, 2017, SeaTac International Airport Flight Track and NextGen briefings provided to the Port of Seattle Commissioners by the FAA and Port staff, in any way referring or relating to said briefings. This request specifically includes communications both before and after said briefings.
 - (2) All communications by or between the Port of Seattle staff or consultants, any Port of Seattle Commissioners, and/or the Federal Aviation Administration (FAA), referring or relating to Steve Edmiston's public comments and/or briefing provided, and to be provided, in 2018 to the Port of Seattle Commissioners, on the subject of the April 25, 2017, SeaTac International Airport Flight Track and NextGen.
- Purpose of request:** To determine if, how and when the Port staff followed up, internally, with the FAA or third-parties, or with the Commissioners, in response to the incomplete and inadequate FAA briefing on April 25, 2017, and to determine how the POS staff is responding to the current briefing.

Episode 3 - You and Me

1. Gorillas, goliaths, and wizards with \$670M magic wands
2. Superfund learnings and screen stories
3. What happens when a government agency:
 - a. *fixates on economic growth*
 - b. *uses regulatory compliance to avoid action*
 - c. *fails to intervene on associations between the product and harm to humans and the environment*
4. The Big Tobacco playbook
5. Associations and the 100th percentile

EJScreen Tool: Des Moines beneath flight path

EPA EJSCREEN EPA's Environmental Justice Screening and Mapping Tool (Version 2017)

Generate Reports | Add Maps | Print | Measure | Bookmarks

Explore Reports
1 mile Ring around the Corridor, WASHINGTON, EPA Region 10
(Population: 44,055)

Environmental Indicators | Demographic Indicators

IN03X65

[Unselect All]
 PM 2.5
 NATA Cancer Risk
 Lead Paint Indicator
 Hazardous Waste Proximity
 Ozone
 NATA Respiratory HI
 Superfund Proximity
 Wastewater Discharge Indicator
 NATA Diesel PM
 Traffic Proximity
 RMP Proximity

State Percentile
 Regional Percentile
 USA Percentile

ual Indicators for the Selected Area Compared to All People's Block Groups in the State

Indicator	Population Percentile
NATA Cancer Risk	~75
NATA Respiratory HI	~50

Environmental Indicators
(A mid-point of the percentile range is used to chart each of NATA parameters.)

Get Data Table

City of Des Moines, WA, County of King, B

EmriMapper®

Episode 3 Public Records Request:

Request: *All documents, including electronic records, created, obtained, and/or shared by or between (i) Port staff or consultants, or (ii) with Port Commissioners, relating to articles, studies or reports on the subject of possible harms to human health or to the environment in airport neighbor communities from aircraft operations. This request includes any statements to Port Commissioners of action to be taken, or not taken, in response or relation to any such articles, studies or reports.*

Time restriction: *October 1, 2013, to present.*

Purpose of request: *To determine if, how and when the Port staff is continuing to educate itself and advising the Commissioners about developing science relating to aircraft noise and emissions.*