

THE BRIEFING

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

PORT OF SEATTLE COMMISSION MEETING
APRIL 24, 2018
STEVE EDMISTON

Episode 5 – What Went Wrong, Part II

1. You just told us our increased noise is from 260 more flights over our homes every day. Should we review the science?
2. Greece is the word?
3. The 3 minute, 57 second tick tock
4. And now this: a not-so-subliminal advertisement
5. The economic development pivot
6. The spice must flow
7. Jedi mind tricks for \$16.3 Billion, Alex

THE BRIEFING PROJECT EPISODE 5 – WHAT WENT WRONG, PART II

Thank you. I'm Steve Edmiston. I'm here to continue the briefing you asked for but did not receive last year on NextGen and increased community overflights – in 43 minutes, two minutes at a time.

In my last segment, I addressed what actually went wrong last year with the first two topics in the Port staff's noise briefing: the increased noise complaints and the 260 additional flights over our homes each day.

But the next thing that went wrong was unexpected.

Instead of logically moving to what those numbers might actually mean as far as the human species – for example, maybe place them in the context of the Athens, Greece study that had just concluded long-term exposure to aircraft noise, especially at night, is associated with hypertension and cardiovascular effects that can lead to heart attack and stroke, and that *each* nighttime 10 decibel increase associates with a 2.6 times greater risk for high blood pressure – instead of *that*, what happened just 3 minutes and 57 seconds into the noise briefing is your Director of Aviation Environmental Services dropped the topic of aircraft noise – and inserted what is essentially a subliminal ad, like single frame of a coke and popcorn buried in a movie reel. The briefing was stopped to remind you of \$16.3 billion in business revenues associated with SeaTac. As if you went a full four minutes, you might forget this fun fact.

The economic benefit pivot reflects a relentless trend we see from Port – at some point all discussions of harm to the environment are inevitably placed within a frame that the dollars must flow from airport operations, like spice on Arrakis. Here, it took less than four minutes. This is not harmless. As you know, the Port exercised its influence over the new Mitigation Study, deleting quality of life and crime. But it also added a new section. Yes. An economic impacts study of SeaTac. That appears identical to the Port's just completed 2018 SeaTac Economic Impacts Study. It hurts the brain - the Port seems to be taking scarce dollars from the cities to repeat an economic study it just completed.

No one is disputing the economic wonderment that is SeaTac. But the pivot, less than four minutes in, comes off as a bad Jedi mind trick – “you don't need to look at noise or emissions, they aren't the economic benefits you're looking for.”

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