

I've explained to you how the emission data was falsified to get an approval on the third runway. I've delivered the initial denial letter from EPA so you can see some of the history on this issue. Keep in mind the predicted air quality violations for NO2 happened with far less aircraft operations than we have today. Same with Department of Ecology's predictions of particulate violations of the standard, happened with far less operations than today.

These same lies and false data are in the current SAMP figures and I have proof. At the same time and with the same FAA operations and the same model, both Landrum & Brown, your consultant and EPA ran the numbers for Sea-Tac for 2014 but came up with very different results. In some cases the EPA's figures are double and triple the consultants for the 5 criteria pollutants.

The table below illustrates those differences with the consultant's figures in white and EPA's in yellow. Just so you feel comfortable taking this information seriously, the table was created by the EPA modeler for my use and now EPA in DC, North Carolina and Region X as well as CEQ, Landrum & Brown have all been made aware of these false numbers. I also have confirmation from EPA that the current version of the AEDT model does not include particulate which causes and contributes to lung illness.

Commissioner Calkins stood in the hall at the South County Area Transportation Board and tried to shame Sheila Brush and myself for driving cars. He wanted us to know we are part of the problem too. I wish him to know that my car contributes to an overall pollution problem spread out over the region that has been declining since the 1970's. His aircraft fleet contributes to a site specific and flight path pollution problem that has been massively increasing since the 1970's and found to be right in the middle of statistically significant cancer in the 1990's and now statistically significant asthma in 2016. Blame shifting and denial isn't going to improve human health in our community. If Sheila and I both stop driving our cars, we will still have one of the largest uncontrolled and unregulated sources of dangerous criteria and toxic industrial air pollution sources in the state which will still be toxic crop dusting 100,000 people and creating a virtual gas chamber for close-in communities. And we will still be in the 90 to 100th percentile of risk, exposure and negative health outcomes but now unable to drive ourselves to the hospital.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)									
	NO _x	NO _x	VOC	VOC	CO	CO	SO _x	SO _x	PM ₁₀	
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	52
APUs	72	48	5	4	48	43	9	7	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3
Stationary Sources	17		1		12		0		1	
TOTAL	2,019		326		3,681		188		51	