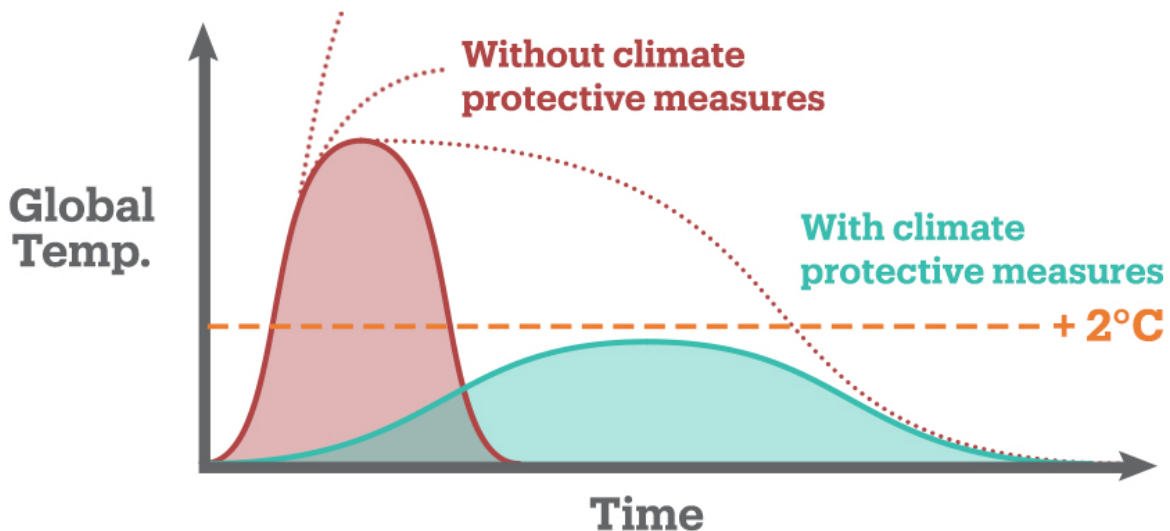


Hi, it's me again, Laura Gibbons, a member of the 350 Seattle Aviation Team.

You don't seem to be doing anything about the role of aviation in exacerbating the climate crisis. Would a few more facts convince you to act?

We've all heard about flattening the curve as it applies to COVID-19. We need to do the same for carbon emissions. I'm submitting a written copy of this testimony that includes such a figure, as well as references for all the facts I cite here.



King County has created a carefully-documented wedge analysis demonstrating what needs to be done over time to meet emission-reduction targets. Unfortunately, this document does not include aviation emissions.

[\[https://your.kingcounty.gov/dnrc/climate/documents/201907-KingCounty-GHG-Emissions-Analysis.pdf\]](https://your.kingcounty.gov/dnrc/climate/documents/201907-KingCounty-GHG-Emissions-Analysis.pdf)

Were aviation included, maybe then your responsibility as Port Commissioners would become clear to you. Aviation emissions make up 22% of Seattle-area carbon emissions.

[\[https://www.seattle.gov/environment/climate-change/climate-planning/performance-monitoring\]](https://www.seattle.gov/environment/climate-change/climate-planning/performance-monitoring).

Furthermore, the warming impact of aviation emissions is nearly 3 times that of ground-level emissions.

[\[https://www.ipcc.ch/report/aviation-and-the-global-atmosphere-2/\]](https://www.ipcc.ch/report/aviation-and-the-global-atmosphere-2/).

Please take this seriously. Do your own calculations about the impact of the fuel uploaded at SEATAC.

You will find that there is no way to flatten the climate curve without curbing aviation.