

POS Port Commissioner's meeting, June 28, 2020; Bernedine Lund, resident of Federal Way and member of 350 Seattle

Comments on agenda item 8a - Authorization for marketing agreement to promote tourism recovery.

The marketing plan is a good opportunity to spend money on advertising new ventures the airport is considering. The pandemic this year has shown us that people can adapt to other forms of communication and travel that do not involve jet engines. Options include Conference Calls, Express Buses, High Speed Rail, Amtrak, and Slow Travel. Local places can be as relaxing and restorative as ones on other continents, and travel for personal reasons may become too damaging to the climate to pursue.

It is also an opportunity to add information that is given with almost every device you buy, but that has been missing from jet flights. For example, medications and all sorts of devices you use every day, e.g., computer, cell phone, toaster, microwave, have directions on how to use as well as cautions. Where would the flying public find any warnings for aircraft flights?

If you are going to do a marketing project, it should include the following warnings and cautions:

- travel can be a hazard to your health because of Covid 19, unfortunately especially travel in the US.
- jet travel can be a hazard to both pilots, flight attendants, and passengers when bleed air enters the cabin. Passengers and flight crews need to know what to do in such situations.
- jets are a hazard to the people who live under the flight paths, in part from noise and in part from toxic chemicals that fall to the ground when aircraft taking off or land.
- jets are a hazard to the planet as a whole and are contributing more and more emissions that lead to global warming. The world cannot meet its climate change goals while continuing to increase flying.
- In the past, airports brought economic growth to the local neighborhoods, that is increasingly not true. There is also an increasing inequity with local neighborhoods having lower incomes. The communities are bearing the brunt of the negative impacts of living close to the airport.

About a year ago I included in a public comment that you, as Port Commissioners, have a lot of power. After being at Port Commissioners' meetings for about year, I no longer am sure that is true. Or it could be that you choose to let the airport staff decide what and how to do things and get the buyoff from you, i.e., more like the tail wagging the dog. That is what seems to have happened at the meeting where the staff pushed for facial recognition even though some of you were reluctant and a (civil rights?) attorney flew up from California to tell you not to have Sea-Tac adopt facial recognition.

Please use your knowledge and ingenuity and that of your staff to envision a new role for Sea-Tac, one that is sustainable and that will aid larger numbers of people than airlines currently do, one where everyone can benefit from the activities at the POS and not just the people who can afford to fly. I know this means you have to push against certain restrictions.

- Push back on the FAA noise level calculations that are very insensitive to changes.
- Push the state and FAA to include all jet emissions in their emission calculations, not just the equipment used at the airport, so you do not misleading the public about being green.
- Talk with the state government about the role of the airport so you can work with them on developing options.

I'm sure you have many more ideas that you could pursue.