

From: [Bernedine Lund](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Public comment for PoS Commissioner's meeting on 1-12-21
Date: Monday, January 11, 2021 9:04:58 PM
Attachments: [PoS Commissioner 1-12-2021.pdf](#)
[2020 Number of Flights table.pdf](#)
[2019 Number of flights table.pdf](#)
[7 Strategies for the degrowth of aviation.pdf](#)

WARNING: External email. Links or attachments may be unsafe.

Here's a public comment with three attachments. Have another vet appt in the morning but for sure should be back to read the comment. The only way it makes sense is to also see the two tables and short article. Can you include it all with the mintues?

Have a good day tomorrow - it rained so much even the dog didn't want to go for a walk.

This is reaching the 25 mb max, so may have to try again if this does not go out.

Bernedine

PoS Commissioner's meeting, 1-12-2020, Public Comment, Bernedine Lund, resident of Federal Way, member of QSPS and volunteer for 350 Seattle Aviation Group

Hello, everyone,

This week-end I found that data from the noise monitors was available through the end of 2020. Attached is the summary table for 2020 and for comparison a similar table for the previous year, 2019.

One of the first things someone would notice about either table is that the distribution of the number of flights vary widely depending on the location of the noise monitor. For the 2020 table 12 noise monitor sites report over 200 jets a day, with Beacon Hill (#9) reporting 512 per day. This 512 may seem like a smaller than usual number but it is still a jet every 5 minutes for 16 hours a day. Yet, 2020 is consider a slow year for flights. In 2019 there were 13 monitors reporting over 200 jets per day with 9 of the 13 being over 400 a day, which is about 1 jet every 2 min for 16 hrs a day.

Having a goal to return to the past number of flights seems unreasonable given the known harm done to the populations on the ground and the world in general. Rather than striving to return to the previous number of flights, it seems prudent to take care of the area communities we have and by looking for ways to decrease the growth of aviation in the area,

Attached is a short article titled "Seven strategies for the degrowth of aviation", which includes the following strategies:

- End tax exemptions
- Target frequent fliers
- End short haul and domestic flights
- Foster alternatives to flights
- Limit airport growth
- Change tourism
- Change travel polices

As you can see, this suggests a systemic change in how we live and travel. I encourage you to review the article and consider how you can take action by not increasing the capacity of the airport.

Note: the 2020 Flights table does include the number of flights captured by the temp noise monitor at Nautilus Grade School (#002). I'm still looking to see why there are about half the number of flights as at Sacajawea (#22).

Attachments: 1) 2020 Flights, 2) 2019 Flights 3) Seven strategies for the degrowth of aviation

Number of Flights¹ Measured by POS Noise Monitors 2020 Jan-July

Noise Monitors	2020												Corrected data ³			
	#	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Jan-Dec 2020	Ave # flights/month	Ave # flights/day
Temp at Nautilus Grd Sch ⁵	002													3,607	3,607	120
Air Cargo 4, Seatac	#01	4,263	5,033	7,620	5,471	4,979	6,788	8,820	8,733	7,674	6,798	5,027	5,548	3,607	3,607	120
Maple Leaf Reservoir, Seattle	#03	1,243	723	482	73	101	173	150	141	171	297	381	420	76,754	6,396	213
C Blain School, Seattle	#04b	122	110	116	53	43	52	44	38	100	85	135	96	4,355	363	12
Median Ele, Medina	#05	87	616	866	419	775	1,052	1,353	1,343	1,376	594	553	533	9,944	83	3
Hamilton View Park, SW, Seattle	#06	13	36	83	33	42	53	62	72	28	43	29	36	9,567	797	27
Central Area Sr Center, Seattle	#07	336	447	304	117	214	311	368	437	290	324	343	488	530	44	1
Mercer View Community Center	#08	8	39	5	1	14	5	3	5	1	25	22	23	3,979	332	11
Beacon Hill Reservoir ³	#09	29,711	25,077	19,233	5,224	5,067	7,745	202	7,405	10,777	12,391	13,959	14,471	151	13	0
Brighton Playfield, S Seattle	#10	567	693	520	222	5,067	7,745	202	178	213	372	172	213	138,248	15,361	512
Beverly Pk School, Seatac	#11	16,758	15,207	13,556	4,512	5,067	7,745	9,415	11,052	9,599	11,518	11,329	11,780	16,164	1,347	45
S 126, Burien	#12	2,551	3,493	4,654	2,817	2,509	3,373	4,850	5,661	5,018	3,918	3,129	3,058	127,538	10,628	354
Cedarhurst Middle Sch, Bruen	#13	12,447	10,859	8,209	2,093	2,535	3,955	4,605	5,439	5,455	7,183	7,679	7,459	45,031	3,753	125
N Clear Zone, Seatac	#14	12,884	10,494	9,038	3,008	2,837	4,586	6,407	7,253	6,690	7,298	8,765	8,353	77,918	6,493	216
Sylvester Mid Sch, Burien	#15	389	264	171	91	139	115	208	198	223	201	242	335	87,613	7,301	243
Chinook Mid Sch, Seatac	#16	1,840	1,460	623	89	117	101	81	65	138	419	734	718	2,576	215	7
S 207th St, Seatac ⁴	#17	15,605	14,793	13,812	4,953	5,343	7,728	10,032	11,995	10,074	11,544	9,866	9,068	6,385	532	18
S 226 St, Des Moines	#18	14,970	14,242	13,301	4,737	5,047	7,439	9,669	11,539	9,633	11,017	10,863	10,930	124,813	10,401	347
Midway Ele, 24 Ave S, Des Moin	#19	15,382	13,359	11,142	3,834	4,246	5,804	6,499	7,701	6,497	9,363	9,673	10,003	123,387	10,282	343
Parkside Ele, S 247, Des Moin	#20	14,302	12,382	9,828	2,946	1,522	2,302	2,560	5,534	5,302	8,096	8,216	8,433	103,503	8,625	288
Mark Twain Ele, Star Lake, FW	#21	14,387	12,019	8,934	2,461	3,016	4,383	4,478	5,565	5,529	8,070	8,852	9,067	81,423	6,785	226
Sacajawea Jr H, FW	#22	10,886	11,329	8,724	3,184	3,771	5,505	7,334	9,145	7,850	7,964	6,958	7,053	86,761	7,230	241
Meredith Hills Sch, S300, Auburn	#23	297	195	76	29	25	33	95	150	68	107	110	106	89,703	7,475	249
Twin Lakes Ele, 42 Pl SE, FW	#25	374	356	236	67	83	188	115	103	89	187	121	82	1,291	108	4
Woodmont Ele, 16 Ave S, Des M	#28	13,862	13,375	11,157	3,765	4,231	6,331	8,157	9,836	8,461	9,630	9,107	9,363	2,001	167	6
														107,275	8,940	298

General Comments

- 1 - Count of SEL measures used to estimate count of flights; some flights are counted 2 or more times, giving an overestimate of 2-4% of flights
 - 2 - See Noise Monitor Map for location of noise monitors.
 - 3 - Calculations for totals and averages has been corrected to show data for 9 months for Monitor #9.
 - 4 - Monitor #17 not transmitting between starting mid day Nov 27, when monitor pole is hit by car, and Dec 6. This table does not include corrections made in est flights during the 9.5 days data was not available.
 - 5 - Temp Monitor #002 at Nautilus Grade School, Federal Way, data posted starting 12-1-2020
- Data Notes** - see outlined boxes in table. May - Aug 7 - Monitor #9 at Beacon Hill was not transmitting data.

**Number¹ of Flights Measured by Pos Noise Monitors
Jan-Dec 2019**

Noise Monitors	Site	#	2019												Total flights/ 2019	Ave # flights/ Mo	2019 Ave # flights/d ay
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec			
Air Cargo 4, SeatTac		#1	11,929	8,798	14,792	11,630	12,456	10,458	7,060	7,371	5,686	6,830	8,203	3,941	109,154	9,096	303
Maple Leaf Reservoir, Seattle		#3	714	361	505	737	476	631	588	410	607	780	425	1,158	7,392	616	21
C Blain School, Seattle		#4b	102	67	72	95	79	83	92	83	85	98	86	147	1,089	91	3
Median Ele, Medina		#5	861	1,895	2,874	1,875	2,565	1,710	1,248	1,938	1,477	1,239	2323	262	20,267	1,689	56
Hamilton View Park, SW, Seattle		#6	47	59	80	48	104	65	67	58	57	56	63	19	723	60	2
Central Area Sr Center, Seattle		#7	496	696	1,224	778	1,286	870	1,154	1,120	994	550	1,065	522	10,755	896	30
Mercer View Community Center		#8	12	5	8	16	20	4	21	13	5	9	7	14	134	11	0
Beacon Hill Reservoir		#9	10,883	18,575	20,960	22,067	9,141	18,367	17,181	14,172	14,454	17,001	20,753	27,509	211,063	17,589	586
Brighton Playfield, S Seattle		#10	515	537	580	592	603	582	852	738	641	690	753	724	7,807	651	22
Beverly Pk School, SeatTac		#11	16,064	13,450	15,639	15,763	16,785	17,629	18,900	18,586	16,897	16,844	15,644	17,361	199,562	16,630	554
S 126, Burien		#12	4,662	5,567	8,102	6,542	7,867	6,538	7,194	8,161	5,466	6,135	7,478	3,042	76,754	6,396	213
Cedarhurst Middle Sch, Burien		#13	11,460	8,841	10,075	11,698	12,099	12,003	12,582	12,493	12,244	11,720	11,585	12,850	139,650	11,638	388
N Clear Zone, SeatTac		#14	14,311	11,524	13,179	15,135	14,383	14,082	13,410	13,089	11,688	11,653	11,115	11,642	155,211	12,934	431
Sylvester Mid Sch, Burien		#15	2,849	369	42	455	423	270	173	210	315	344	394	490	6,334	528	18
Chinook Mid Sch, SeatTac		#16	1,642	859	704	1,312	1,419	1,376	222	91	923	1,263	953	1,155	11,919	993	33
S 207th St, SeatTac		#17	15,668	13,675	15,892	15,997	17,295	18,114	19,211	19,549	17,369	17,339	15,774	16,381	202,264	16,855	562
S 226 St, Des Moines		#18	14,811	13,057	15,480	15,341	16,644	17,523	18,619	19,028	16,806	16,655	15,645	15,824	195,433	16,286	543
Midway Ele, 24 Ave S, Des Moin		#19	12,580	9,557	9,470	11,432	11,654	13,946	14,712	13,630	14,145	13,677	10,721	16,070	151,594	12,633	421
Parkside Ele, S 247, Des Moin		#20	11,982	8,933	9,379	10,993	11,275	13,410	14,469	13,387	13,449	12,621	9,998	15,202	145,098	12,092	403
Mark Twain Ele, Star Lake, FW		#21	11,619	8,125	8,643	10,419	10,109	12,536	12,199	12,371	12,939	12,040	9,481	14,881	135,362	11,280	376
Sacajawea Jr H, FW		#22	12,121	10,717	13,450	13,264	14,748	15,431	16,063	16,665	14,502	13,825	13,757	13,684	168,227	14,019	467
Meredith Hills Sch, S300, Auburn		#23	139	170	144	132	115	166	218	101	252	293	114	243	2,087	174	6
Twin Lakes Ele, 42 Pl SE, FW		#25	358	230	343	272	404	454	366	238	366	391	236	653	4,311	359	12
Woodmont Ele, 16 Ave S, Des Moin		#28	13,906	12,089	14,350	14,803	16,292	16,854	18,050	18,273	16,186	9,078	14,764	15,361	180,006	15,001	500

1 - Count of SEL measures used to estimate count of flights; there may be small percentage (< 5%) of the counts that are due to noise other than aircraft.
 2 - Location of noise monitor in relation to airport. See Noise Monitor Locations map.

Seven strategies for the degrowth of aviation

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Magdalena Heuwieser, co-founder of the anti-aviation campaign network Stay Grounded, discusses seven strategies to reduce flying and build a just transport system.



'Stop the expansion of the airport': Protesters form a red line at Barcelona's El Prat Airport to call for an end to the growth of the aviation industry

Magdalena Heuwieser

Mon 22 Jul 2019

Since green flying is very likely to remain an illusion in the decades ahead, the only way to counter the harmful climate impacts of aviation is reduced flying. In current discussions, the focus often remains on an individual level, shaming people who fly, but this is too narrow an approach. At the moment, everything

encourages people to fly, be it cheap prices, advertisement or simply a lack of alternatives – it is no wonder that the number of flights is growing dramatically. For every one person that decides to stop flying, we might see 50 more start; if this is something we want to avoid, we need structural changes.

On 12-14 July in Barcelona, the 'Degrowth of Aviation' conference discussed seven different measures to reduce aviation. The conference was organized by the Stay Grounded Network and brought together 150 people from all over the world, without a single flight being taken. Present were scientists, climate activists, feminist initiatives, NGOs, trade unions, social movements and neighbourhood initiatives from Barcelona who fight mass tourism and the expansion of the airport, as well as initiatives fostering alternatives like night trains and sailing ships. On the last day of the conference, we took direct action, forming a red line at the airport in Barcelona to show our opposition to further growth.

While there are many more ways to reduce aviation and build a just transport system, seven of them were discussed in detail.

1. End tax exemptions

While taxes do not solve all problems, it is no option to continue with indirect and unjust subsidies for the aviation industry. Kerosene and flight tickets need to be taxed at rates similar to or higher than other modes of transport. Since on an EU or worldwide level, this is currently hard to implement, countries should take those steps and make bilateral agreements with others to also put taxes on international flights. The revenues should be used to foment alternatives to flying.

2. Target frequent flyers

In addition to ending tax privileges for the aviation industry, the injustice involved in aviation can be targeted by implementing a frequent flyer levy. On a worldwide scale, more than 80 per cent of people have never flown, while for a few, flying even several times a year has become a normality. These are usually wealthy people – and their mode of living is sustained to the detriment of those already facing down the climate crisis. Therefore, it is proposed that a levy (for example €100 [£90]) is implemented when someone takes their second flight in one year – the cost then doubles with each flight taken that year. This way, people who only very rarely fly to visit their family in another

continent are not disadvantaged, while everyone is disincentivised to fly more frequently. The revenues would go to making environmentally friendly transport modes like trains more affordable, and to support sectors dependent on tourism and flights to transition towards climate jobs.

Christine Tyler / Stay Grounded

The Degrowth of Aviation conference attendees

3. End short haul and domestic flights

The above price mechanisms have to go along with limiting those flights that can easily be transferred to trains or buses. This measure can be implemented very quickly in the coming years, and a ban must go hand-in-hand with offering more and better alternatives.

4. Foster alternatives to flights

In Europe, the train infrastructure has to be improved, offering comfortable night trains, good connections and accessible booking systems. High speed trains are not necessarily the best alternative, since energy use rises exponentially with speed. We have to consider whether a transport system compatible with the limits of our planet and the climate crisis might also mean slower travel and trade. Of course, we should also be researching into the possibilities of a modern shipping industry based around renewable energy, as well as providing good online conference systems in order to avoid work travel.

5. Limits for airports

Expanding airports and constructing new ones both accommodates rising demand for flights and creates a business impetus to boost demand, to fill the growing capacity. There are about 1,200 airport infrastructure projects around the world. Many of them are connected to violations of human rights and destruction of biodiversity or agricultural land. Airports also put people under constant noise and pollution pressure. Putting moratoria on new airport infrastructure, establishing limits for flight numbers and noise and scaling down existing airports wherever possible are all important ways to stop the growth of the sector.

Christine Tyler / Stay Grounded

'Stop the expansion of the El Prat Airport, pollution, tourism, climate change'

6. Change tourism

The consequences of over-tourism are hitting more and more cities and countries and are closely connected to low-cost airlines and the growth of the aviation sector. Some cities already put limits on the number of cruisers that are allowed to enter the port or limit entrance to overcrowded areas. In Barcelona, social movements are fighting against platforms like Airbnb that contribute to rising rents and gentrification. Putting different kinds of limits on tourism on a city level is one way to deal with the problem, while another is to support behaviour change and foment other forms of travel. This might include reducing work hours and establishing the right to take sabbaticals, so that the need for quick one-week holidays is reduced.

7. Change travel policies in institutions

While most of the above measures would need to be established at a government policy level, universities, NGOs, trade unions and other institutions could also take the lead and serve as role-models by implementing travel policies that support a more sustainable mode of transport. For now, travel policies mostly follow the pattern that the cheapest and fastest way to travel is given every advantage. This forces people to take the plane even if they don't want to. Changing the policies can mean committing to higher travel costs, allowing for more time spent on the journey to be counted as working time, and setting clear reduction targets (instead of 'offsetting' flight emissions, which is nothing more than a sale of indulgences).

The conference ended with a call to action: "In order to bring about this needed change, a hands-on approach is necessary, and everyone can participate," said Stay Grounded's Mira Kapfinger. "We need social movements demanding this in the streets, we need direct actions at airports, we need science, institutions, companies and individuals showing the advantages of staying grounded and slow travel, and we need civil society pressuring governments."

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