

Too many unanswered questions.

Letter with many questions attached – too many to go over today

Too much one-sided information.

WSDOT/Governor justifying expansion with “airport of the future”

Tail pipe CO2 emissions Alternative Aviation Fuel (AAF) = traditional jet fuel

Yes, the tailpipe- carbondioxide emissions/noise of AAF and tradition jet fuel is the same, per the FAA

CO2 reduction estimated to occur at production

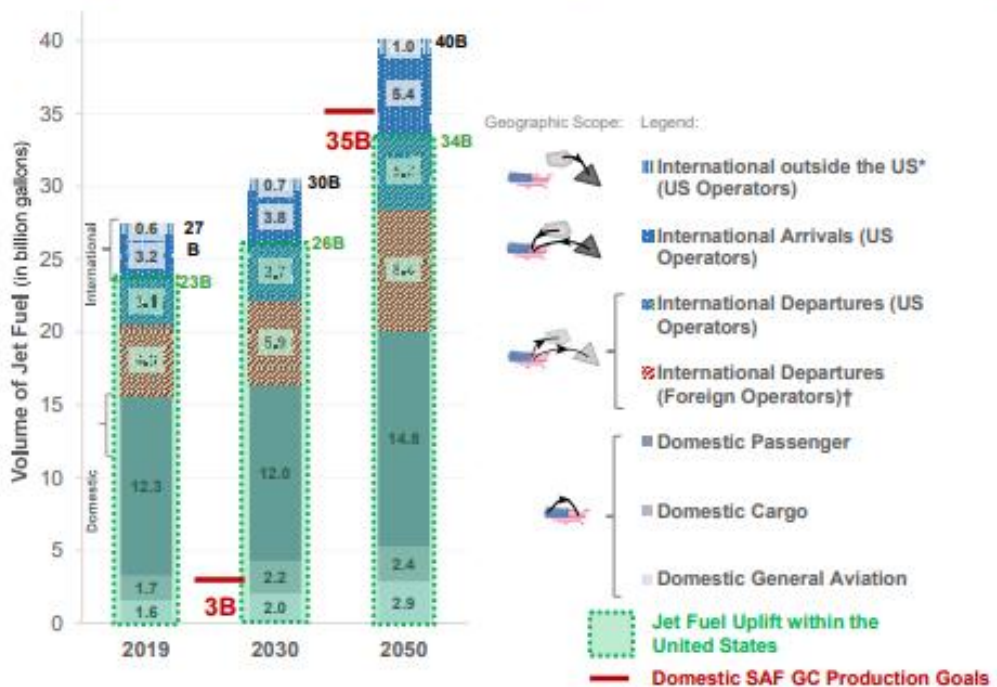
AAF Production Govt/Industry → highly optimistic projections

Commercial Electric propulsion Need 40-fold power improvement for weight

Reality check - Dr. Dan Rutherford, International Council on Clean Transportation (ICCT):

- current AAF production = 0.2% of demand
- 10% by 2030 = Large Lift
- electric flying future is for small (8-10?) passenger planes, reach of 200 miles or so.

SAF Grand Challenge Goals Relative to Projected Demand



* Flights between two different ICAO Member States (other than the United States) e.g., Germany -> UAE, UK -> China.

† Not in scope of Climate Action Plan, shown to facilitate comparisons for SAF Grand Challenge.



Federal Aviation Administration

And

Public Health and Equity concern:

Alt Aviation Fuel => traditional jet fuel

Community Health and Airport Operations Related Noise and Air Pollution:
Report to the Legislature in Response to Washington State HOUSE BILL 1109,
December 1, 2020; excerpt Appendix D

These airport pollutants cause increases in

Noise ----->	Heart disease
Fine Particulate Matter PM 2.5 ----->	Asthma, respiratory infection, blood clots, heart failure stroke
Ozone ----->	Respiratory disease (COPD, Lung infection, asthma)
Nitrogen Dioxide ----->	Respiratory disease
Sulfur Oxide ----->	Respiratory disease

Ultra-fine Particulates: so small = go through living protective tissue

These pollutants are expected to be present in AAF as much as (or even more than) in oil-based jet fuel and need to be evaluated.

They have been determined to be cause for inequities in health, learning ability, insurability, and economic well-being in airport communities today.

Pause this WSDOT/CACC aviation expansion work until Communities, Public Health, Natural Resource Preservation, Commerce and Climate Cooling are all at the table equally and until the conversations become realistic.