



GODBE RESEARCH
Gain Insight



Truckee Tahoe Airport District Community Survey

August 2017

The Truckee Tahoe Airport District commissioned Godbe Research to conduct a survey of residents and pilots to help validate and refine the strategic vision of the airport and the district. The study was designed with the following research objectives:

- (a) Measure the awareness of the airport in terms of location and operations;
- (b) Measure the community's perception of the airport in terms of positive or negative influence on the quality of life within the community;
- (c) Quantify the community's perception of airport annoyance and test solutions for abatement;
- (d) Assess the needs of the community and pilot population in terms of the airport district and what it can provide; and
- (e) Segment the data by key demographic variables and by geography to uncover differences in subgroups.

- Data Collection Telephone (landline and cell phone), email/online, and text/online interviewing
- Universe 23,038 Adult Residents 18+ in the Truckee Tahoe Airport District
216 Pilots provided by the District, plus
28 Pilots from the Resident sample
- Fielding Dates May 26 through June 17, 2017
- Interview Length Residents: 20 minutes
Pilots: 17 minutes
- Sample Size 527 Residents (including 28 residents who self-identified as pilots)
51 Pilots (from District list)
- Margin of Error $\pm 4.34\%$ for the Resident sample



GODBE RESEARCH
Gain Insight



Executive Summary

Summary

Awareness and Perceptions of the Truckee Tahoe Airport

- In 2017, residents continue to show high awareness of the Truckee Tahoe Airport.
- Use of the airport is significantly higher than in the 2013, 2009 and 2005 surveys, with 75.5 percent of residents visiting the airport for non-aviation reasons.
- Residents' initial favorability rating of the airport is comparable to the 2013 findings and significantly more positive than in 2009 or 2005, although, 16.9 percent of the residents did not have an opinion of the airport.
- The survey suggests that positive opinions of the airport are unsurprisingly high among pilots, with 93.7 percent reporting a favorable opinion of the airport.
- As we have seen in the past, residents and pilots have some different priorities for airport services and capabilities.
 - The residents consider “early forest fire warning”, “patient transport” and “search and rescue” to be top airport services and capabilities.
 - Pilots rated “patient transport”, “pilot recreation use” and “search and rescue” to be the most important services of the airport.

Summary

Awareness and Perceptions of the Truckee Tahoe Airport

- Both residents and pilots agree that “the airport is an important component of the area’s economy” and that “the airport is enabling growth and development in the Truckee-North Lake Tahoe area”.
- At the same time, the residents largely consider regulation of noise and low-flying aircraft to be a role of the airport.
- With respect to the respondents’ vision for the airport, the results are similar to the findings of the 2013, 2009 and 2005 surveys and continue to support the strategic vision of “managed growth.”
 - Overall, 86 percent of the residents, and 79.7 percent of the pilots, agreed that “The airport should manage the growth of operations to be consistent with community needs.”
 - Although managed growth is the most supported strategic vision of the airport across these two groups, the pilots more strongly disagree with the statement that the “airport should reduce the number of flights into and out of the Airport” than the residents. Although, it is important to note that residents disagree with the statement as well, just at a lower level.

Summary

Opinion of Airport Operations and Policies

- A narrow majority of the residents (52.4%) and a clear majority of pilots (58.2%) in the 2017 survey reported that the Truckee Tahoe Airport is doing “about the right amount” to minimize aircraft noise and low-flying aircraft.
- The 2017 results suggest that residents continue to be satisfied with the functions and activities provided by the Truckee Tahoe Airport. For each of the seven functions and activities tested, the satisfied residents significantly outnumbered the dissatisfied residents. Residents were most satisfied with:
 - Provide community events like the Truckee Tahoe Airport Air Show and Family Festival
 - Provide space for community events and meetings at airport facilities
 - Provide high quality community aviation facilities and services to meet local needs
 - Provide a playground on airport grounds
 - Provide residents with information on airport events, operations, and activities

Summary

Opinion of Airport Operations and Policies

- Satisfaction with the functions and activities of the airport was very high among the pilots surveyed. The average pilot was at least somewhat satisfied with 6 of the 8 tested functions and activities of the airport.
 - Satisfaction was substantially lower with hangar facilities and fees, and the pilots most frequently requested more hangar access (17.6%), followed by competitive fuel prices (15.7%) and a permanent tower (15.7%).
- Seventy-six percent of the residents had a favorable impression of the Airport after the operations and policy sections of the survey.

- Similar to previous surveys, three-quarters of the residents were not aware of the purchase of the Tahoe City Golf Course.
- As in 2013, 2009 and 2005, residents and pilots generally have a common opinion and vision of the airport. At the same time, these two groups differ in their attitudes toward airport regulations and limitations, particularly concerning aircraft noise and low-flying aircraft. As such, communications on these issues should carefully consider their divergent perspectives and opinions.



GODBE RESEARCH
Gain Insight



Key Findings



GODBE RESEARCH
Gain Insight



Perceived Community Issues

Q1. Perceived Community Issues I

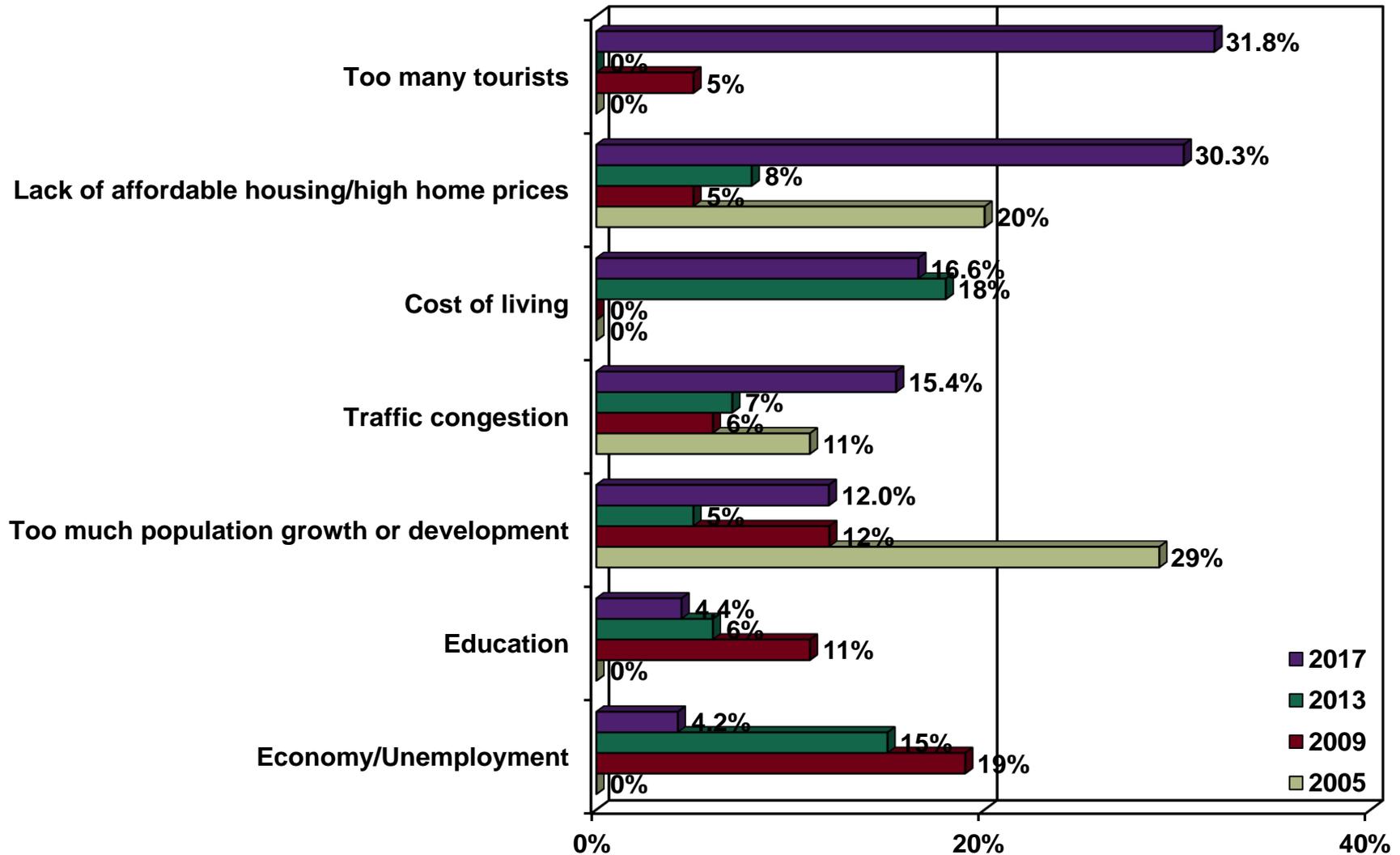
Residents

The first substantive question of the survey asked the residents to say what they felt was the biggest issue facing their community. This was an open-end questions and the respondents were given the opportunity to mention any issue that came to mind. In response, the most popular answers were “Too many tourists” (31.8%) and “Lack of affordable housing/high home prices (30.3%). Further, “Cost of living” followed at 16.6%, “Traffic congestion” at 15.4%, and “Too much population growth or development” at 12.0%. All other issues garnered less than five percent mentions. These results differed greatly from 2013, with the exception of the issue “Cost of living.”

The data are presented in charts on the following pages.

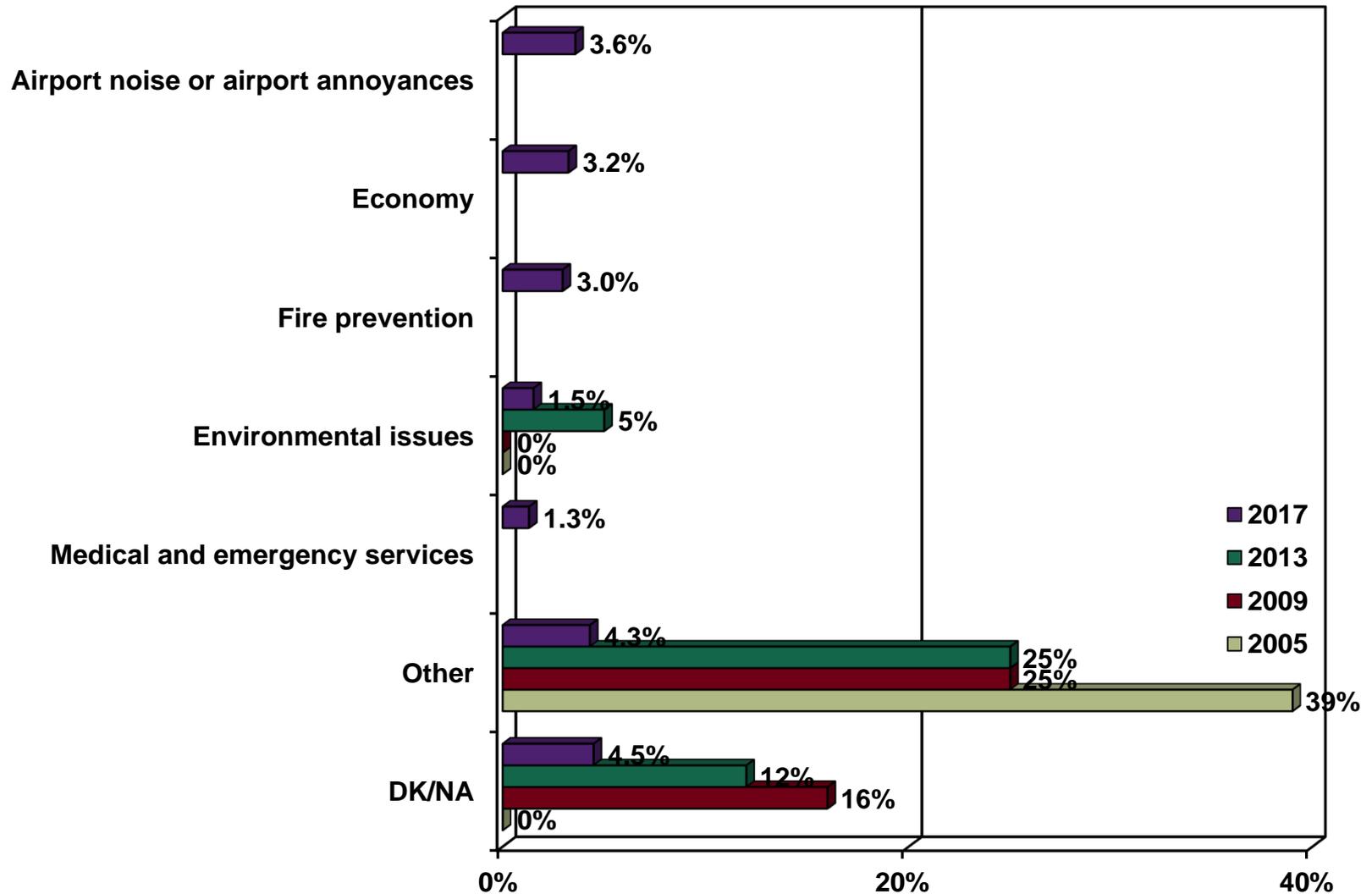
Q1. Perceived Community Issues II

Residents



Q1. Perceived Community Issues III

Residents





GODBE RESEARCH
Gain Insight



Awareness and Perceptions of the Airport

Q2. Unaided Awareness of Local Airports I

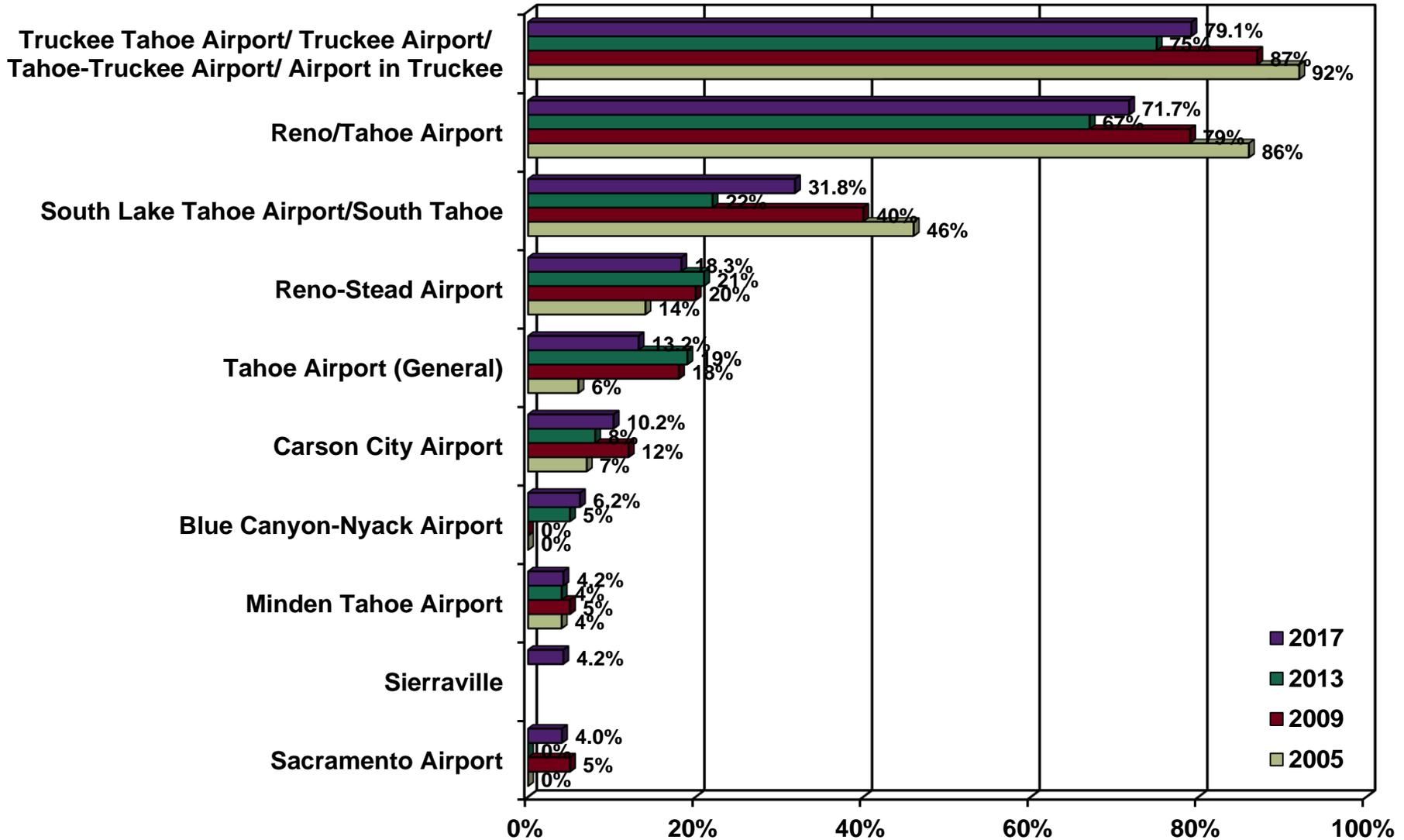
Residents

The next question asked the respondents to name specific airports they were aware of within 60 miles of their residence. As in each of the previous surveys, Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee received the most mentions, from about four out of five residents. Following this, the next most frequently cited airports were Reno/Tahoe Airport at 71.7% and South Lake Tahoe Airport/South Tahoe at 31.8%. Following the same order as in previous surveys, the next most frequently mentioned airports were Reno-Stead Airport, Tahoe Airport (General), and Carson City Airport. All other airports garnered less than seven percent mentions. There were slight increases in the responses for Truckee Tahoe Airport and Reno/Tahoe Airport over 2013, a significant increase in mentions for South Lake Tahoe Airport, and a slight decrease in responses for Tahoe Airport (General).

The results are presented as charts on the following pages.

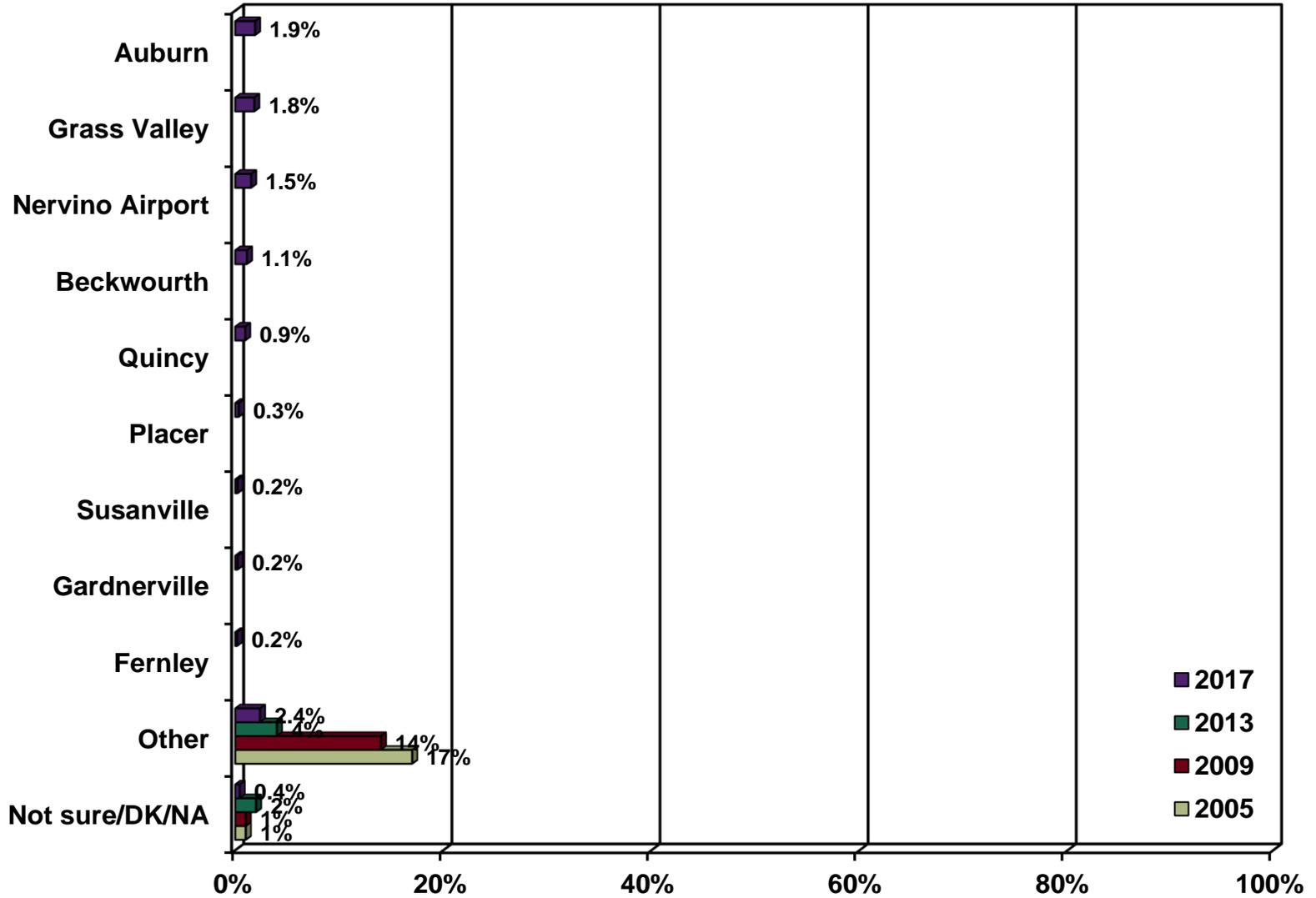
Q2. Unaided Awareness of Local Airports II

Residents



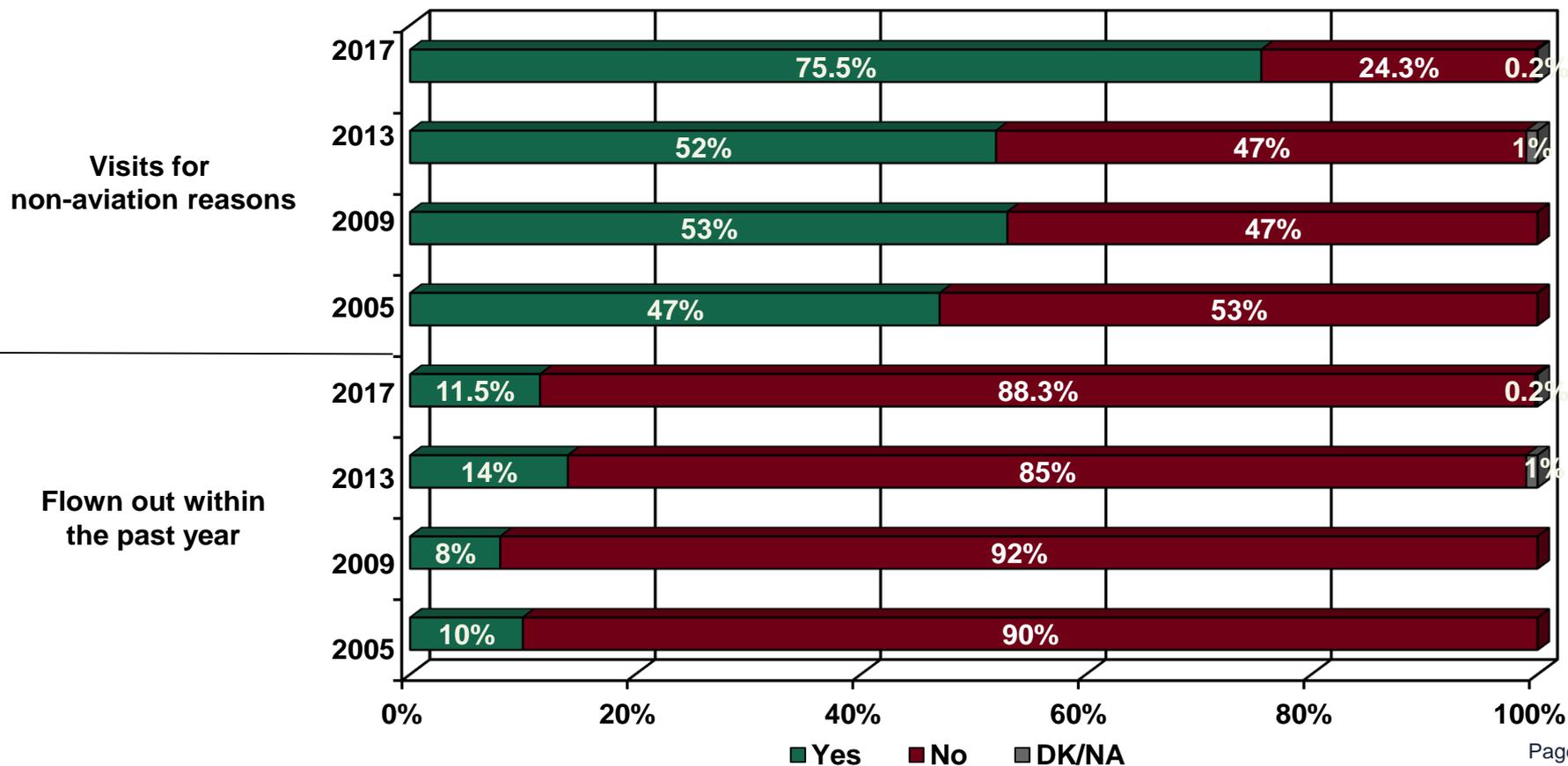
Q2. Unaided Awareness of Local Airports III

Residents



Q19 & 20. Use of the Truckee Tahoe Airport Residents

Residents were asked if they had visited the Truckee Tahoe Airport for non-aviation reasons and if they had flown out of the airport within the previous twelve months. In response, significantly more residents said they had visited for non-aviation reasons (75.5% in 2017 vs. 52% in 2013) with a corresponding decrease in those that had not. There was a slight, but statistically insignificant decrease in residents who indicated they had flown out of this airport in the past year.



Q20. Use of the Truckee Tahoe Airport

Resident Subgroup Differences

When the data are examined in terms of age, the 18-to-29-year-olds were more likely to say they had visited the airport for non-aviation reasons, while those ages 50 to 64 had a higher tendency to say they had not visited the airport.

		Age					
		18 to 29	30 to 39	40 to 49	50 to 64	65 and over	Not Coded
Visits for Non-Aviation Reasons	Yes	86.7%	73.3%	76.8%	67.7%	83.5%	65.5%
	No	13.3%	26.7%	23.2%	31.7%	16.5%	34.5%
	DK/NA	.0%	.0%	.0%	.6%	.0%	.0%

Q3. Favorability of the Truckee Tahoe Airport

Residents and Pilots

When asked if they had a favorable or unfavorable opinion of the Truckee Tahoe Airport, residents' responses revealed a slight decrease in the "Strongly favorable" response (30.3% in 2017 vs. 37% in 2013) and a corresponding increase in those who said "Somewhat unfavorable" (11.4% in 2017 vs. 4% in 2013). Fewer residents gave the response "No opinion/DK/NA." In comparison, pilots shifted responses from "Strongly favorable" to the "Somewhat favorable" response category in the current survey results.

Residents	2017	2013	2009	2005
Strongly favorable	30.3%	37%	24%	21%
Somewhat favorable	35.7%	32%	30%	24%
Somewhat unfavorable	11.4%	4%	5%	13%
Strongly unfavorable	5.7%	3%	3%	9%
No opinion/DK/NA	16.9%	24%	38%	34%

Pilots	2017	2013	2009
Strongly favorable	73.4%	80%	90%
Somewhat favorable	20.3%	14%	6%
Somewhat unfavorable	3.8%	2%	2%
Strongly unfavorable	1.3%	0%	0%
No opinion/DK/NA	1.3%	5%	2%

Q3. Favorability of the Truckee Tahoe Airport

Resident Geographic Differences

In terms of location of neighborhood vis-à-vis the airport, there were no statistically significant differences in response expressed by residents.

	Neighborhood	
	Immediate Vicinity	Other
Strongly favorable	33.1%	30.1%
Somewhat favorable	29.9%	57.2%
Somewhat unfavorable	14.9%	8.1%
Strongly unfavorable	5.0%	.0%
No opinion/DK/NA	17.1%	4.6%

Q3. Favorability of the Truckee Tahoe Airport

Resident Subgroup Differences

Residents who were homeowners and those who had flown out of the airport in the previous year were more likely to give a “Strongly favorable” rating of the airport, while renters and the 30-to-39-year-olds had a higher tendency to say “Somewhat unfavorable” in response to this question.

	Age					Homeownership		Flown Out of Airport Within Past Year	
	18 to 29	30 to 39	40 to 49	50 to 64	65 and over	Rent	Own	Yes	No
Strongly favorable	20.4%	22.1%	33.5%	33.5%	42.8%	17.7%	36.0%	57.7%	26.6%
Somewhat favorable	32.9%	36.5%	37.0%	34.1%	36.1%	30.4%	37.6%	30.0%	36.6%
Somewhat unfavorable	9.8%	18.6%	5.2%	15.0%	4.1%	17.0%	9.0%	7.0%	12.0%
Strongly unfavorable	8.7%	2.5%	12.0%	3.5%	2.3%	8.3%	4.7%	1.1%	6.3%
No opinion/DK/NA	28.2%	20.2%	12.3%	13.9%	14.8%	26.6%	12.8%	4.2%	18.6%

Q4. Reasons for Unfavorable Opinion I

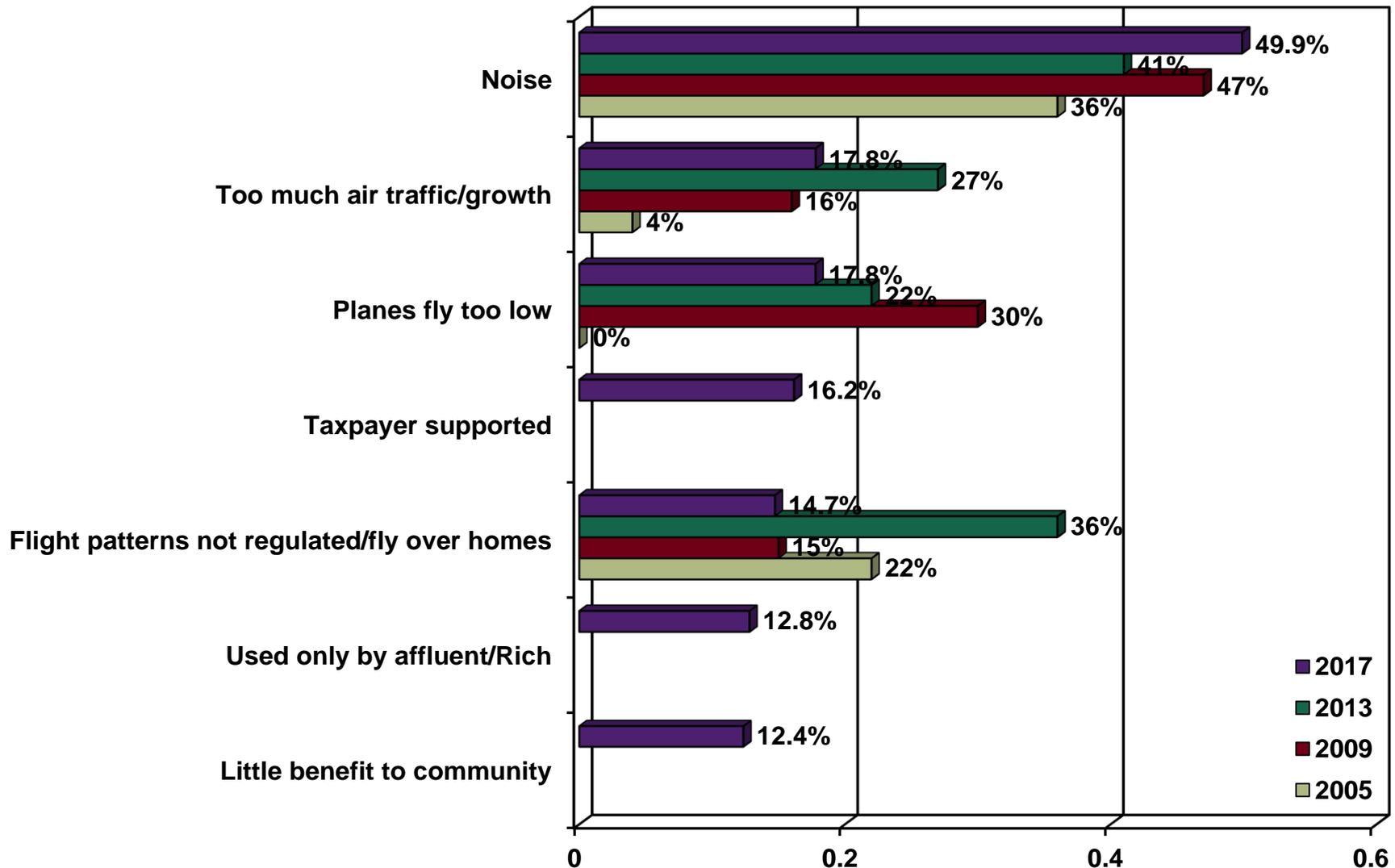
Residents

Residents who indicated an unfavorable opinion of the Truckee Tahoe Airport were asked to give their reasons in an open-end format with multiple responses accepted. Nearly half of this group said “Noise” was a factor, followed by “Too much air traffic/growth” (17.8%), “Planes fly too low” (17.8%), “Taxpayer supported” (16.2%), “Flight patterns not regulated/fly over homes” (14.7%), “Used only by affluent/rich” (12.8%), and “Little benefit to community” (12.4%). All other factors garnered less than six percent mentions. It should be noted that the response “Noise” was given by significantly more residents in the current survey results when compared with 2013. On the other hand, “Too much air traffic/growth,” “Flight patterns not regulated/fly over homes” and “Planes make repeated passes over homes” were mentioned by significantly fewer residents in the current survey as reasons for their dissatisfaction. The responses “Planes fly too low” and “Only a few people use it” saw slight decreases in the current survey when compared with 2013.

Charts illustrating these results follow on the next two pages.

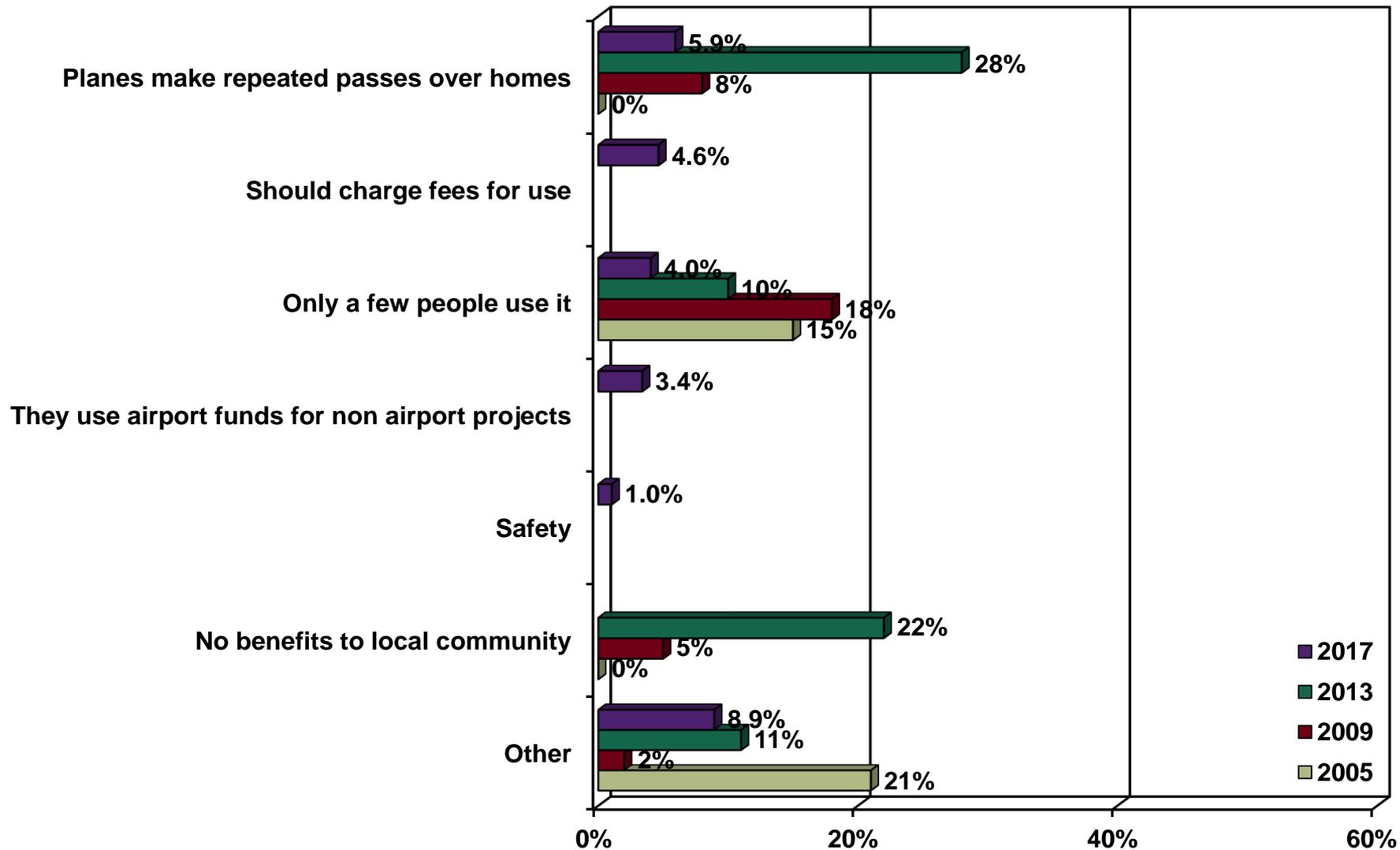
Q4. Reasons for Unfavorable Opinion II

Residents



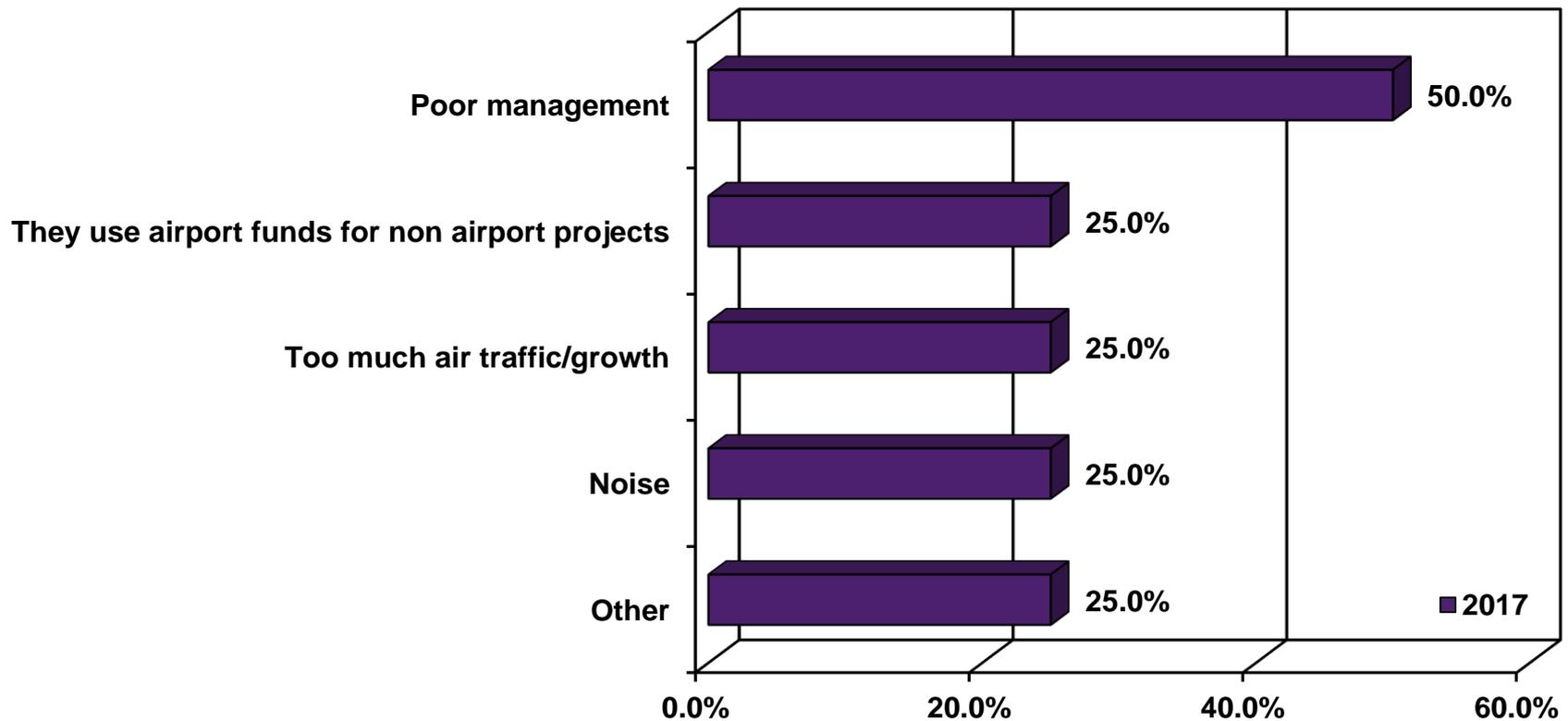
Q4. Reasons for Unfavorable Opinion III

Residents



Q4. Reasons for Unfavorable Opinion Pilots

Half of the pilots who indicated they had an unfavorable opinion of the Truckee Tahoe Airport cited “Poor management” as their reason for dissatisfaction. A quarter of the pilots also mentioned “They use airport funds for non airport projects,” “Too much air traffic/growth” and “Noise.”



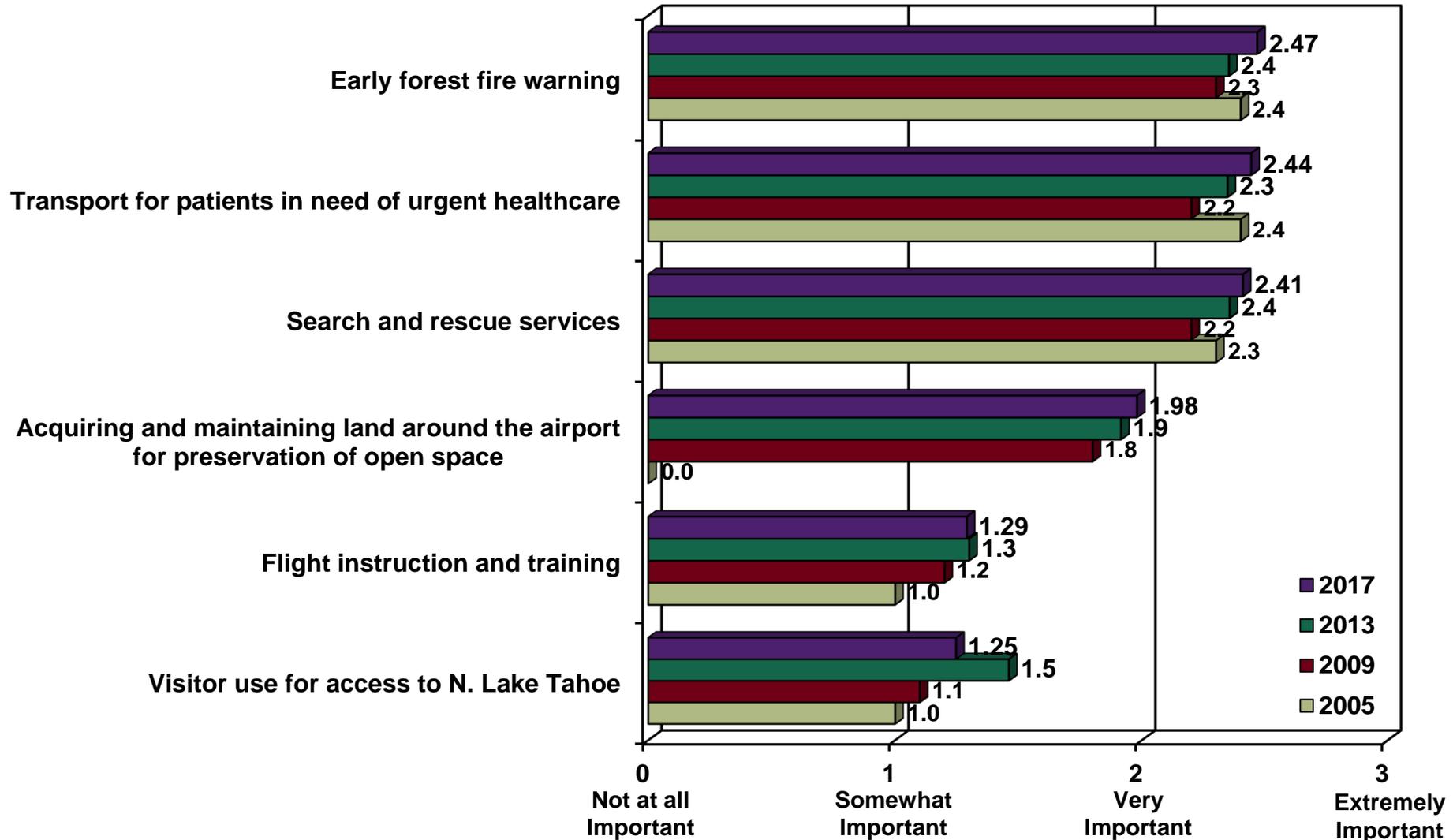
Q5. Importance of Services and Capabilities I Residents

As a way of understanding community priorities, residents were asked to rate the importance of seven services and capabilities of the airport. The results for the current survey are nearly identical to those of 2013, with “Early forest warning,” “Transport for patients in need of urgent healthcare” and “Search and rescue services” each reaching the level of “Very important” (mean score of 2.0 or higher), with more than 4 out of 5 residents rating these as very or extremely important. These three services were also the top three for 2013, 2009 and 2005, although in a slightly different order. In addition, the remaining services all reached the score of “Somewhat important” (mean score of 1.0 and higher), with two essentially identical in score to 2013 and the service “Visitor use for access to N. Lake Tahoe” ranking slightly less than it did in 2013.

The data is presented in charts on the following pages.

Q5. Importance of Services and Capabilities II

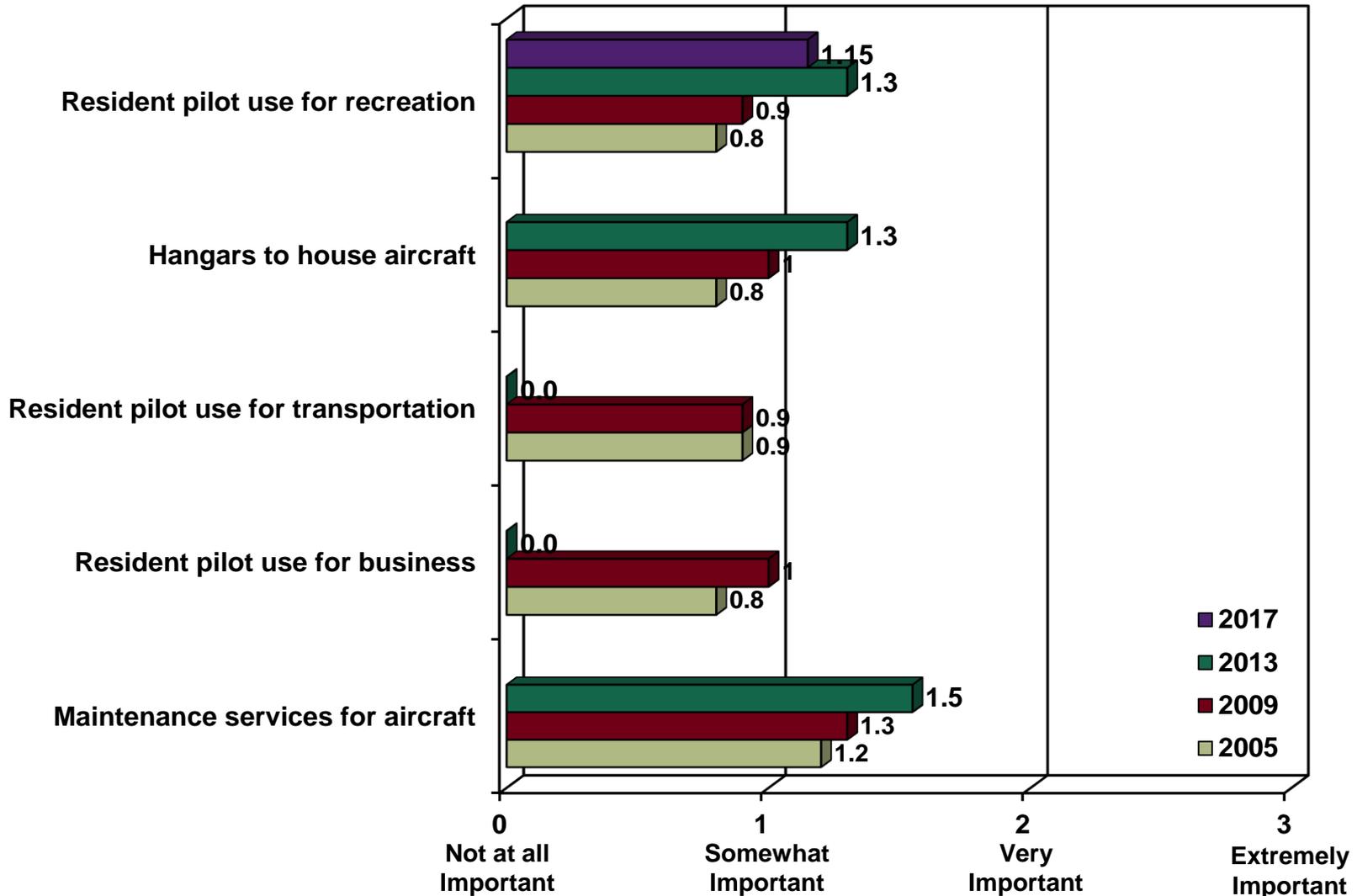
Residents



Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report. The responses were recoded to calculate mean scores: "Extremely Important" = +3, "Very Important" = +2, "Somewhat Important" = +1, and "Not at all Important" = 0.

Q5. Importance of Services and Capabilities III

Residents



Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report. The responses were recoded to calculate mean scores: "Extremely Important" = +3, "Very Important" = +2, "Somewhat Important" = +1, and "Not at all Important" = 0.

Q5. Importance of Services and Capabilities

Resident Geographic Differences

When analyzed in terms of where the residents live with respect to proximity to the airport, ratings of importance were largely similar. However, residents who live in the immediate vicinity of the airport were more likely to ascribe higher importance to “Flight instruction and training.”

	Neighborhood	
	Immediate Vicinity	Other
Early forest fire warning	2.45	2.57
Transportation for patients in need of urgent healthcare	2.43	2.34
Search and rescue services	2.43	2.51
Acquiring and maintaining land around the airport for preservation of open space	2.04	1.85
Flight instruction and training	1.34	.59
Visitor use for access to the North Lake Tahoe region	1.22	1.25
Resident pilot use for recreation	1.16	.64

Q5. Importance of Services and Capabilities

Pilots

The pilots were also asked to rate the importance of the same seven airport services and capabilities. Five reached the level of “Very Important” (mean score of 2.0), and two services/capabilities achieved a score of at least “Somewhat important” (mean score of 1.0). All of the services/capabilities received very similar scores to those of 2013, with the exception of “Acquiring and maintaining land around the airport for preservation of open space,” which receive a slightly higher score in the current survey.

	2017	2013	2009	2005
Transportation for patients in need of urgent healthcare	2.5	2.4	2.3	2.4
Resident pilot use for recreation	2.4	2.4	2.4	2.1
Search and rescue services	2.38	2.3	2.2	2.4
Early forest fire warning	2.21	2.2	2.3	2.5
Visitor use for access to the North Lake Tahoe region	2.15	2.2	2.3	2.5
Acquiring and maintaining land around the airport for preservation of open space	1.92	1.7	1.7	-
Flight instruction and training	1.91	1.8	1.7	1.9
Hangars to house aircraft	-	2.2	2.6	2.6
Maintenance services for aircraft	-	2.2	2.1	2.1
Resident pilot use for transportation	-	-	2.3	2.5
Resident pilot use for business	-	-	2.1	2.1



GODBE RESEARCH
Gain Insight



Opinion of Airport Operations and Policies

Q6. Perception of Flight Operation Policies to Minimize Noise & Low-Flying Aircraft

Residents expressed the opinion that the airport is doing “Too much” or had no opinion at the same levels as 2013, with respect to minimizing the amount of aircraft noise and low-flying aircraft. However, while a majority of residents said that the airport was doing “About the right amount” to minimize disturbances, slightly fewer gave this response than in 2013. This was offset by slightly more residents who indicated the airport wasn’t doing enough to mitigate this issue.

As for pilots, in the current survey, slightly more said that the airport was doing “Too much.” Further, while significantly fewer indicated the airport was doing “About the right amount,” a solid majority of pilots still gave this response in the current survey.

Residents	2017	2013	2009	2005
Too much	3.4%	4%	4%	2%
About the right amount	52.4%	60%	59%	43%
Not enough	25.2%	18%	16%	34%
No opinion/DK/NA	18.9%	19%	21%	21%

Pilots	2017	2013	2009	2005
Too much	34.2%	25%	28%	12%
About the right amount	58.2%	71%	70%	88%
Not enough	2.5%	5%	0%	0%
No opinion/DK/NA	5.1%	0%	2%	0%

Q6. Perception of Flight Operation Policies

Resident Subgroup Differences

This table shows key subgroup differences observed in perceptions of the airport's efforts to minimize the amount of aircraft noise and low-flying aircraft. There were no statistically significant differences in response between those who live in the immediate vicinity of the Airport and those who did not.

	Neighborhood	
	Immediate Vicinity	Not Immediate Vicinity
Too much	5.9%	.0%
About the right amount	52.9%	30.1%
Not enough	29.5%	48.0%
No opinion/DK/NA	11.7%	21.9%

Q7. Suggestions to Minimize Noise and Low-Flying Aircraft I

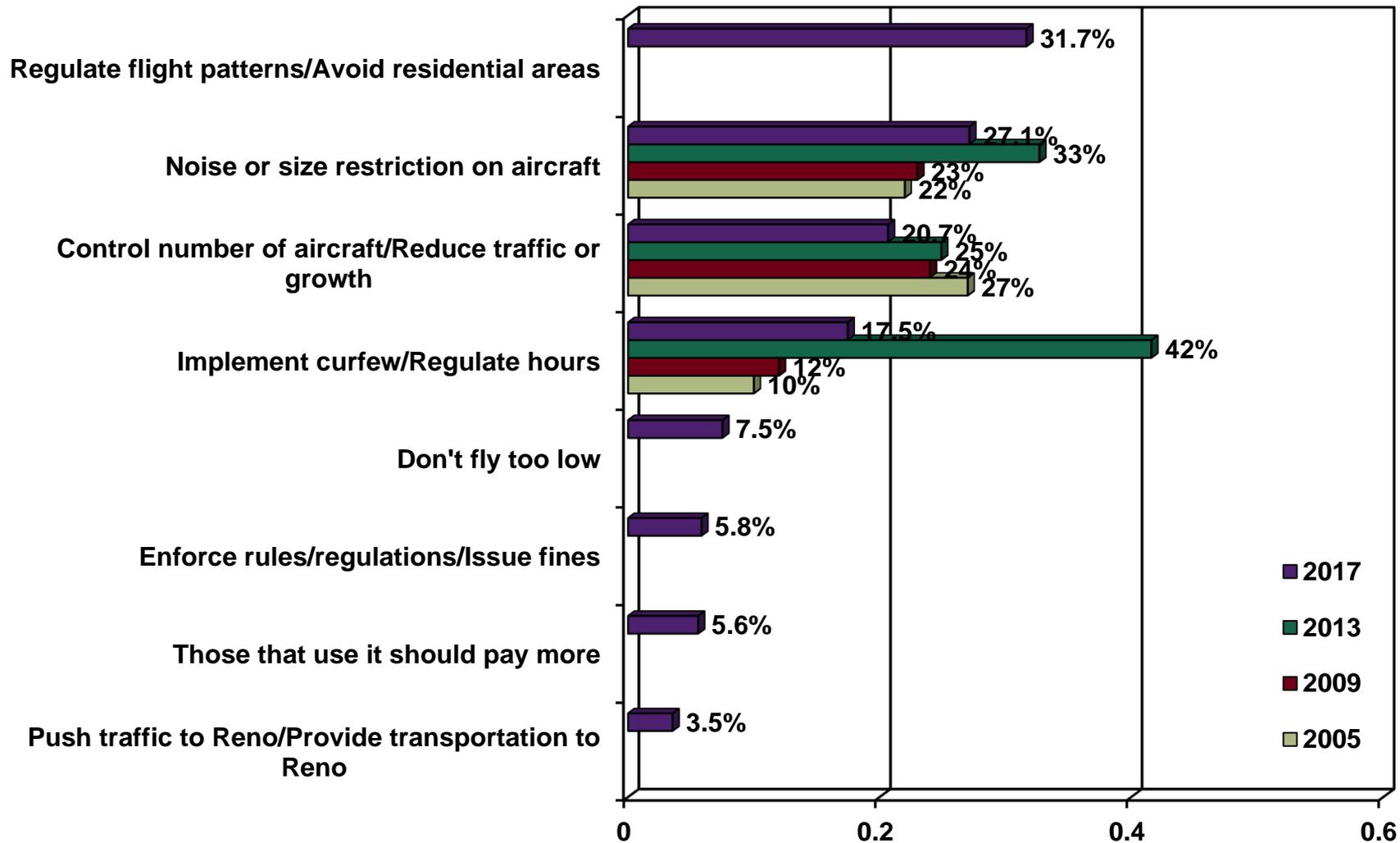
Residents

Residents who said they felt the airport wasn't doing enough to minimize the amount of aircraft noise and low-flying aircraft (n=133) were then asked a follow up question (in an open-end format with multiple responses accepted) for their suggestions about what the airport could do differently. The results varied greatly from the 2013 survey, with "Regulate flight patterns/Avoid residential areas" as the most frequently given response (31.7%). This was followed by "Noise or size restriction on aircraft" at 27.1%, and about one in five residents suggested "Control number of aircraft/Reduce traffic or growth" at 20.7%. Approximately one out of six residents mentioned "Implement curfew/Regulate hours." All other responses garnered fewer than ten percent mentions. In the current survey, slightly fewer residents said they wanted "Noise or size restriction on aircraft" or "Control number of aircraft/Reduce traffic or growth" when compared with 2013 results. However, significantly fewer residents indicated they would like to "Implement curfew/Regulate hours" (17.5% in 2017 vs. 42% in 2013).

The results are illustrated in the charts located on the next two pages.

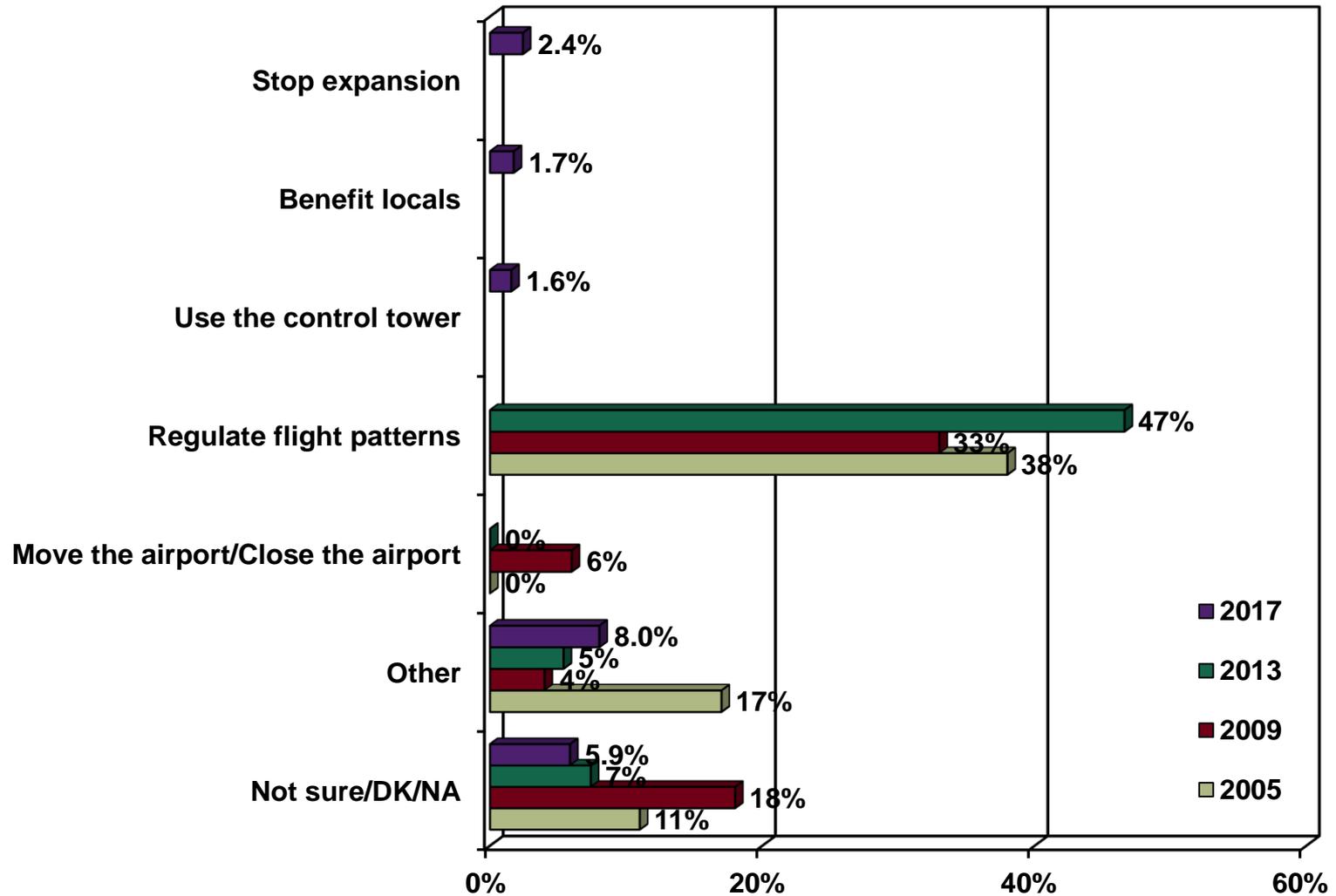
Q7. Suggestions to Minimize Noise and Low-Flying Aircraft II

Residents



Q7. Suggestions to Minimize Noise and Low-Flying Aircraft III

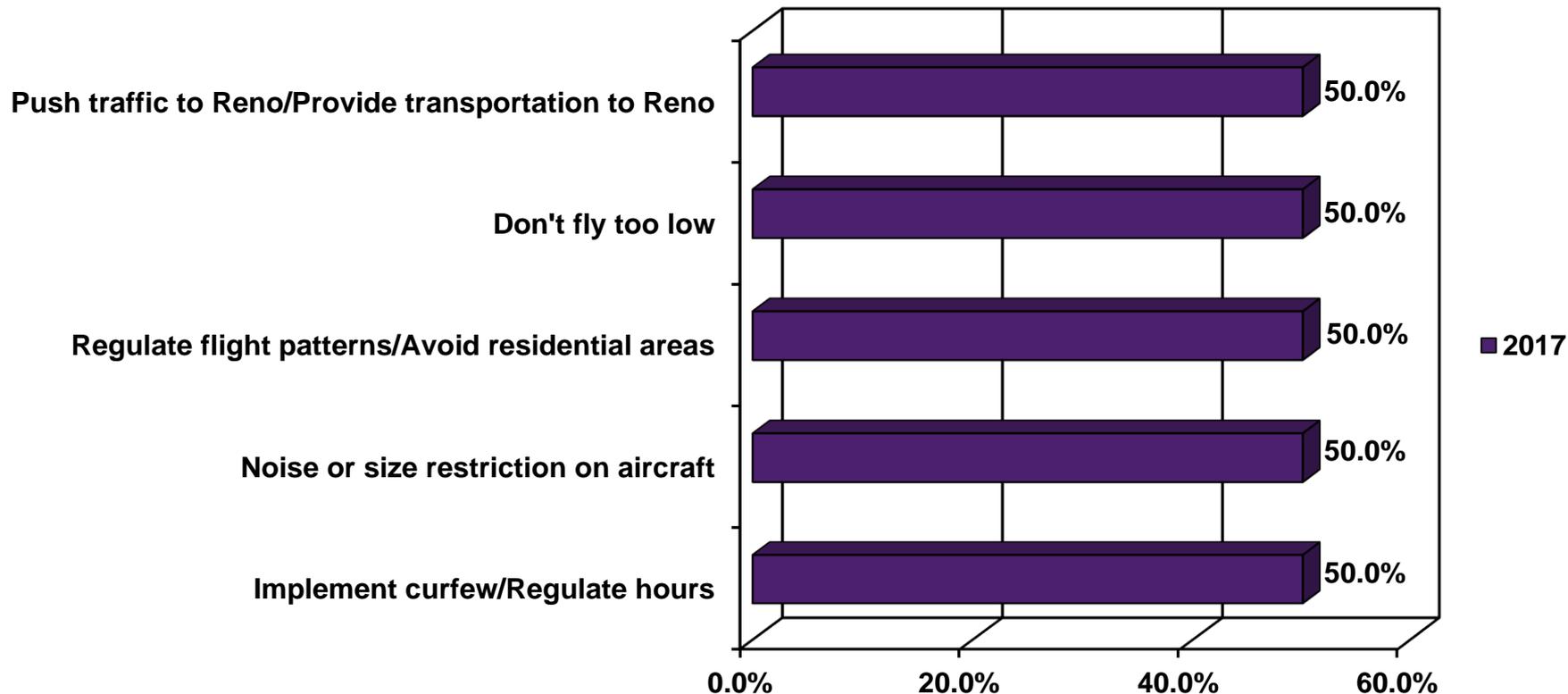
Residents



Q7. Suggestions to Minimize Noise and Low-Flying Aircraft

Pilots

Half of the pilots surveyed suggested “Push traffic to Reno/Provide transportation to Reno,” “Don’t fly too low,” “Regulate flight patterns/Avoid residential areas,” “Noise or size restriction on aircraft,” or “Implement curfew/Regulate hours” as ways to minimize aviation disturbances.



Q8. Airport's Role in the Community I

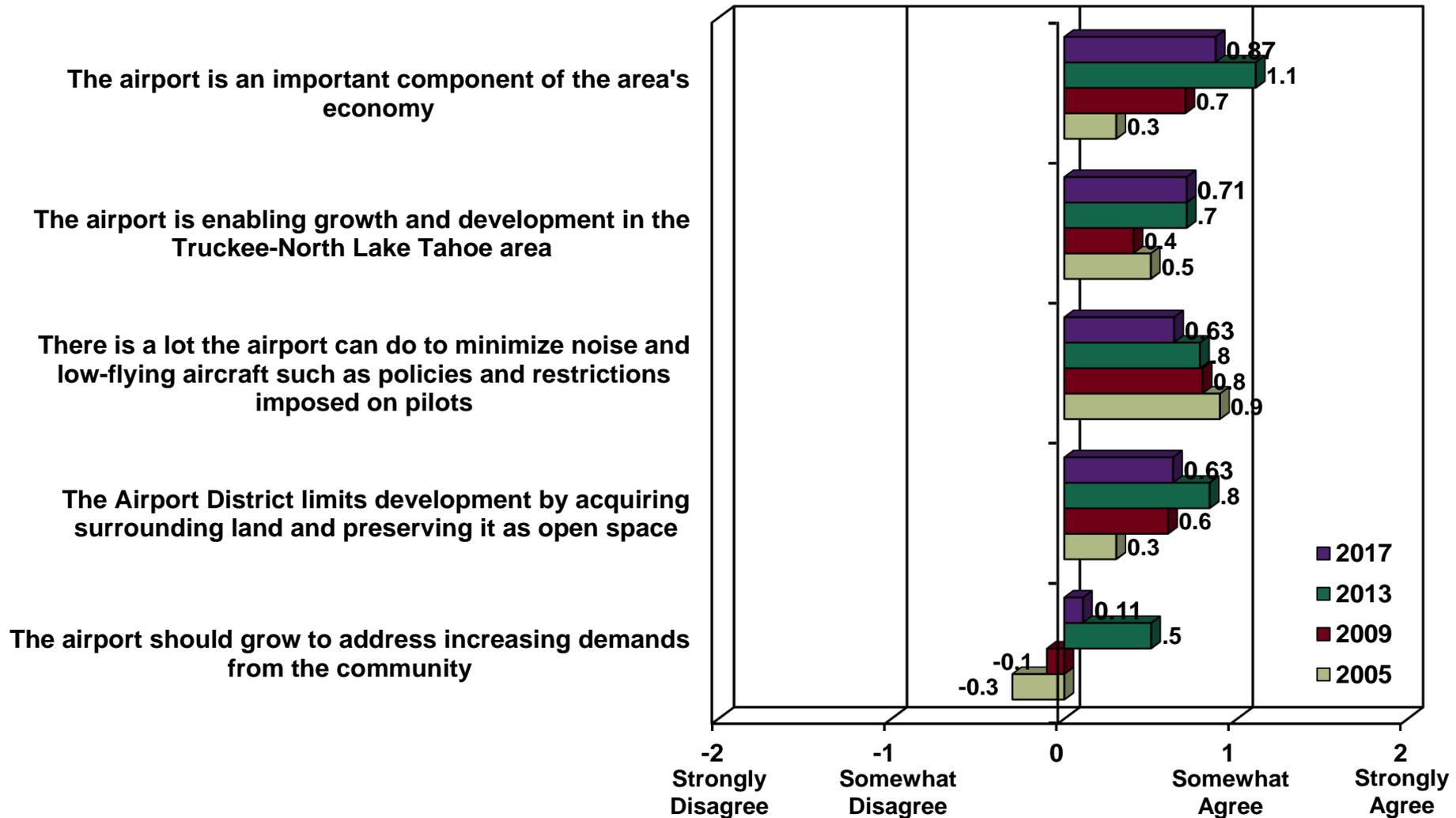
Residents

The next question was designed to gauge residents' agreement or disagreement with four pairs of opposing statements centered on the airport's role in the community. On the whole, residents indicated a positive outlook on the airport's role in the community. Interestingly, residents seem split on their perceptions of whether the airport is enabling or limiting growth in the area, as scores for this issue were similar. In general, residents do not reveal great support for reducing operations, but at the same time are also not supportive of seeing the airport grow. Residents also feel that the airport can do more to minimize noise and low-flying aircraft. Overall, results for some of the statements are similar to 2013 results, except for "The airport is an important component of the area's economy," "The airport should grow to address increasing demands from the community," and "There is little the airport can do to minimize the noise and low-flying aircraft since the FAA regulates planes once off the ground," which scored lower levels of agreement than in 2013.

Charts depicting the data follow on the next two pages.

Q8. Airport's Role in the Community II

Residents

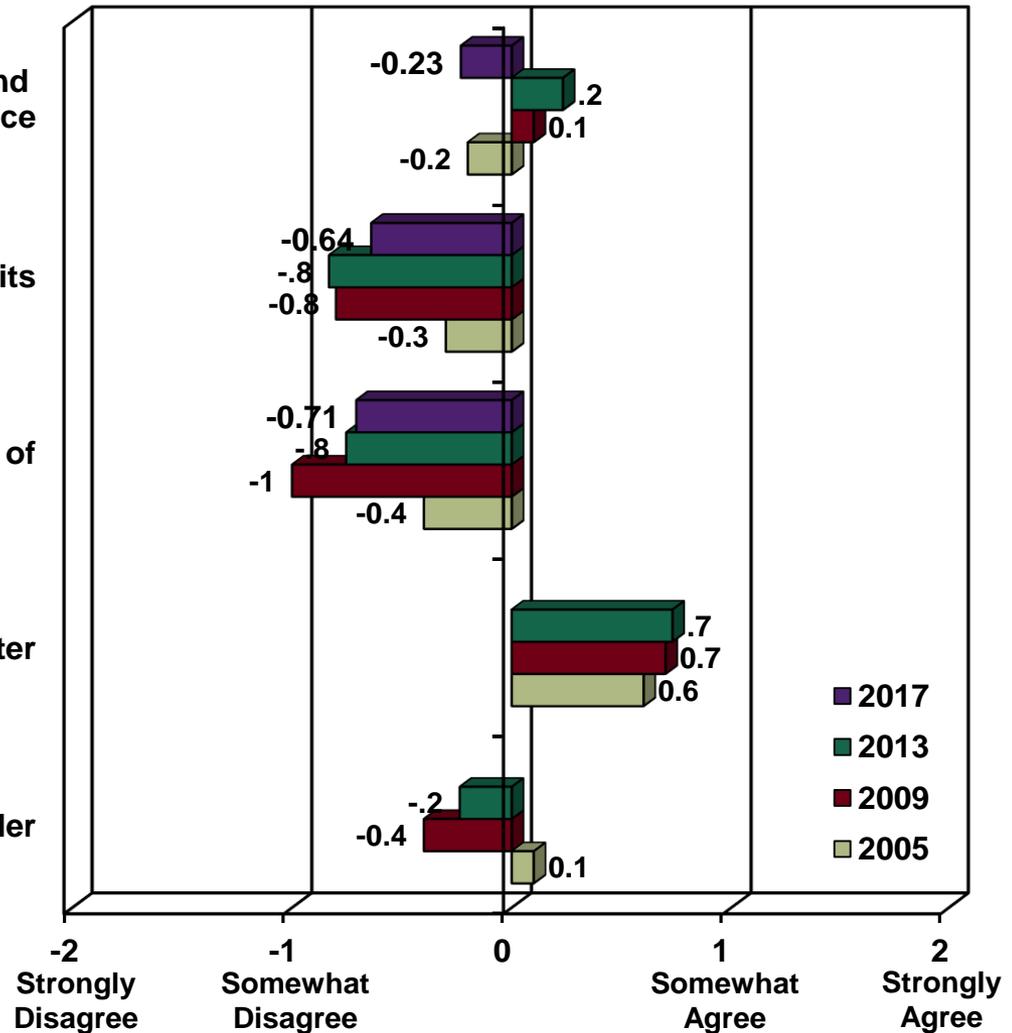


Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report. The responses were recoded to calculate mean scores: "Strongly Agree" = +2, "Somewhat Agree" = +1, "Somewhat Disagree" = -1, and "Strongly Disagree" = -2.

Q8. Airport's Role in the Community III

Residents

- There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground
- The airport should reduce operations and scale back its programs and capabilities
- The airport is damaging the small-town character of Truckee and the surrounding area
- Newer jet aircraft are quieter
- Newer jet aircraft are louder



Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report. The responses were recoded to calculate mean scores: "Strongly Agree" = +2, "Somewhat Agree" = +1, "Somewhat Disagree" = -1, and "Strongly Disagree" = -2.

Q8. Airport's Role in the Community

Pilots

Overall, pilots' opinions on the airport's role in the community varied somewhat from the 2013 results. There were some interesting juxtapositions of opinion on the four pairs of topics explored. Pilots continue to feel strongly that the airport is an important component of the area's economy, yet fewer pilots disagreed with the idea that the airport is damaging the small town character of Truckee and its environs. Pilots strongly agree that the airport is enabling growth and development, and there was a slight increase in those who acknowledge the airport has an impact on limiting growth and preserving it as open space. Further, significantly fewer pilots agreed with the concept that the airport should grow to address increasing demands from the community, while levels of pilots that feel the airport should reduce operations and scale back has remained essentially consistent. Finally, pilots seem rather ambivalent about whether there is much or little the airport can or should do to minimize noise and low-flying aircraft disturbances.

	2017	2013	2009	2005
The airport is an important component of the area's economy	1.71	1.7	1.8	1.9
The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.2	1.2	1.3
The airport should grow to address increasing demands from the community	0.89	1.2	1.4	1.4
The Airport District limits development by acquiring surrounding land and preserving it as open space	0.63	0.4	1	0.6
There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	0.18	0.2	-0.1	0
There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-0.05	0.2	-0.2	0.2
The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.8	-1.9	-1.7
The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.7	-1.9	-1.8
Newer jet aircraft are quieter than older jets and some propeller planes	-	1.5	1.5	1.7
Newer jet aircraft are louder and larger than are older aircraft	-	-1.4	-1.7	-1.7

Q9. Vision of the Airport I

Residents

When presented with four statements about the future vision for the airport, residents felt essentially the same as in 2013 for “The airport should manage the growth of operations to be consistent with community needs” and “The airport should remain the way it is and not change.” On the other hand, slightly fewer residents disagreed with “The airport should reduce the number of flights into and out of the airport,” while significantly more residents disagreed with the statement “The airport should have no limitations and operations should be allowed to grow to accommodate all flight into or out of the Airport.” Further, nearly nine in ten residents agreed that the airport should manage the growth of operations to be consistent with community needs, while nearly seven out of ten residents disagreed with the airport having no limitations and being able to grow to accommodate all flights.

The chart illustrating these findings is on the next page.

Q9. Vision of the Airport II

Residents

The airport should manage the growth of operations to be consistent with community needs

The airport should remain the way it is and not change

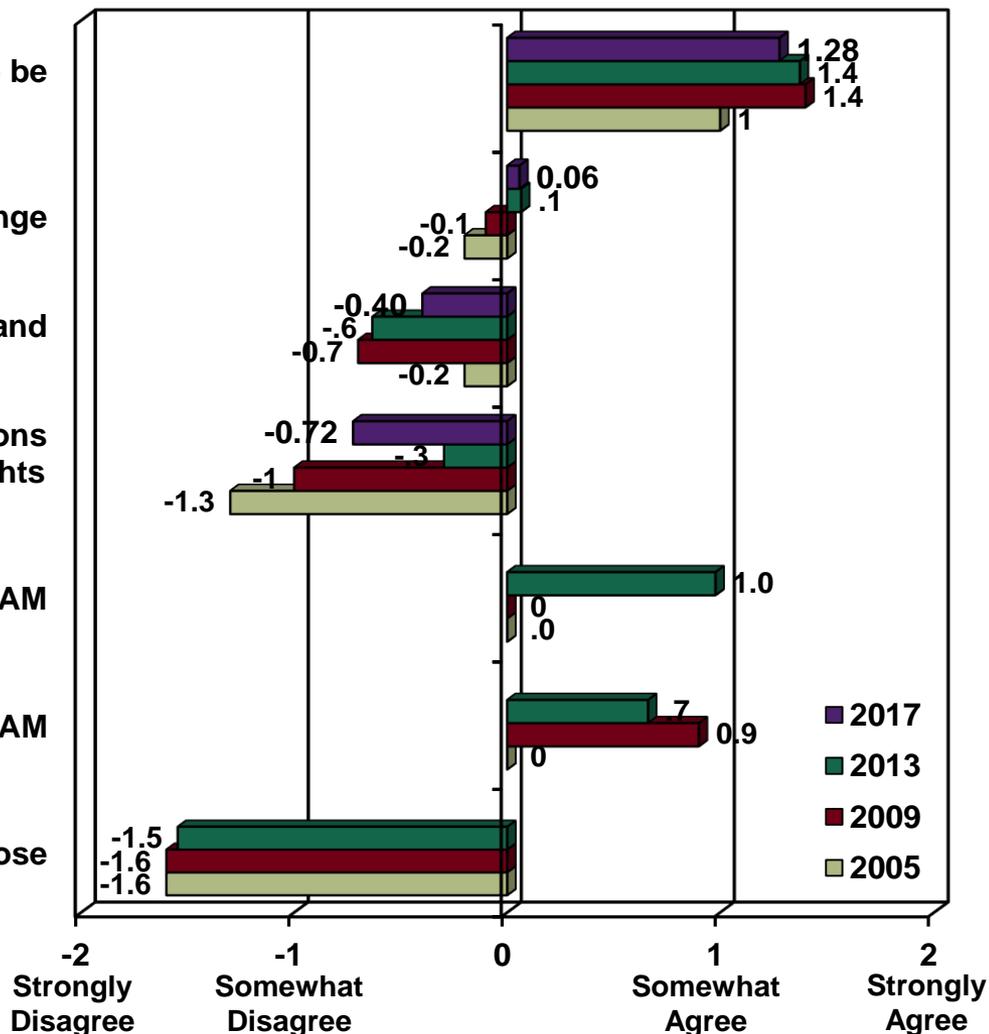
The airport should reduce the number of flights into and out of the Airport

The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area

Impose a voluntary curfew from 10 PM to 7 AM

Impose mandatory curfew from 10 PM to 7 AM

Airport should shut down operations and close



Q9. Vision of the Airport

Resident Geographic Differences

In terms of whether the residents lived in the immediate vicinity of the airport or not, there were no statistically significant differences in response between these two groups.

	Neighborhood	
	Immediate Vicinity	Other
The airport should manage the growth of operations to be consistent with community needs	1.20	.66
The airport should remain the way it is and not change	-.02	-.18
The airport should reduce the number of flights into and out of the Airport	-.21	-.24
The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.89	-1.11

Q9. Vision of the Airport

Resident Subgroup Differences

There were no statistically significant differences in opinion among the different age groups. However, renters were more likely to agree with the statement “The airport should remain the way it is and not change.”

	Age					Homeownership	
	18 to 29	30 to 39	40 to 49	50 to 64	65 and over	Rent	Own
The airport should manage the growth of operations to be consistent with community needs	1.53	1.17	1.25	1.18	1.42	1.35	1.25
The airport should remain the way it is and not change	-.07	.18	-.12	.29	-.12	.37	-.07
The airport should reduce the number of flights into and out of the Airport	-.35	-.18	-.33	-.36	-.87	-.27	-.46
The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.97	-.72	-.90	-.72	-.40	-.49	-.82

Q9. Vision of the Airport

Pilots

When compared with 2013 results, the current survey shows significant shifts in opinion for three of the four statements. Fewer pilots are in agreement that the airport should manage growth of airport operations to be consistent with community needs, as well as have no limitations and operations allowed to grow to accommodate all flights. Also, fewer pilots disagreed with keeping the airport as it is and not change.

	2017	2013	2009	2005
The airport should manage the growth of operations to be consistent with community needs	0.88	1.3	0.9	0.9
The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	0.32	0.7	0.7	0.8
The airport should remain the way it is and not change	-0.01	-0.3	0.1	-0.3
The airport should reduce the number of flights into and out of the Airport	-1.60	-1.7	-1.8	-1.9
The airport should impose a voluntary curfew on take-offs and landings from 10 PM to 7 AM that does not apply to emergencies	-	0.1	NA	NA
The airport should impose a mandatory curfew on take-offs and landings from 10 PM to 7 AM that does not apply to emergencies	-	-0.8	-0.9	NA
The airport should shut down operations and close	-	-1.9	-1.9	-2

Q10. Satisfaction with Airport Activities I

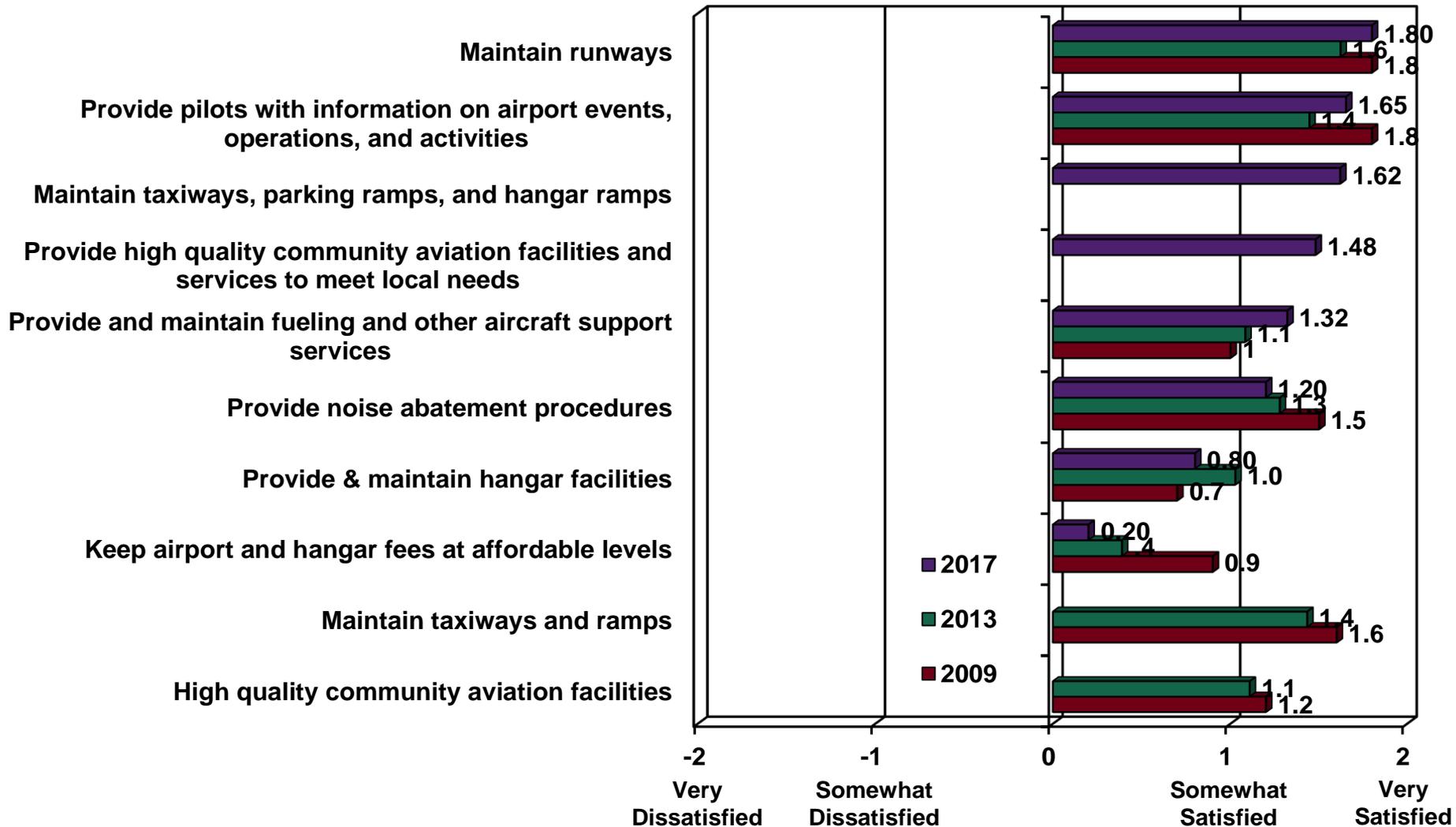
Pilots

When asked about satisfaction with functions and activities provided by the Truckee Tahoe Airport, pilots were at least somewhat satisfied with six of the eight items tested (mean scores of 1.0 or higher). Pilots indicated higher levels of satisfaction over 2013 results for three of the six functions/activities that were tracked to previous surveys (“Maintain runways,” “Provide pilots with information on airport events, operations, and activities,” and “Provide and maintain fueling and other aircraft support services.” In addition, pilots were slightly less satisfied with “Provide and maintain hangar facilities” and “Keep airport and hangar fees at affordable levels.” At least nine out of ten pilots surveyed indicated they were at least somewhat satisfied with “Provide high quality community aviation facilities and services to meet local needs,” “Maintain runways,” “Maintain taxiways, parking ramps, and hangar ramps,” and “Provide pilots with information on airport events, operations and activities.” More than four out of five pilots were at least somewhat satisfied with the functions/activities “Provide noise abatement procedures” and “Provide and maintain fueling and other aircraft support services.”

The results are illustrated in a chart on the following page.

Q10. Satisfaction with Airport Activities II

Pilots



Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report.
Computation of mean scores: "Very Satisfied" = +2, "Somewhat Satisfied" = +1, "Somewhat Dissatisfied" = -1, and "Very Dissatisfied" = -2.

Q11. Most Important Improvement Pilots

As a follow up, the pilots were asked to state, in an open-end format with the opportunity to give multiple responses for what they feel are the most important airport service or facility improvements needed. The respondents were not prompted by the interviewer with responses or categories. As seen in 2013, hangars are the top priority, although in the current survey this was phrased as “Hangar access/Box hangars.” This service/facility improvement was followed by “Competitive fuel prices” and “Permanent tower.” All other responses garnered fewer than eight percent mentions,

	2017	2013
Hangar access/Box hangars	17.6%	-
Competitive fuel prices	15.7%	-
Permanent tower	15.7%	-
Has good leadership/Management/Staff	7.8%	-
Affordable/Hangar fees/Landing fees	7.8%	-
Deicing services	5.9%	14%
Use aviation money for aviation purposes	5.9%	-
Washing facilities	3.9%	-
Heated hangars	3.9%	-
Reduce staff	3.9%	-
More hangars	-	19%
Better fueling capability	-	14%
Less noise abatement	-	8%
Better instruments	-	8%
Asphalt maintenance	-	5%
Less restrictions of operation	-	5%
Light plane friendly	-	5%
Safety for pilot	-	5%
Change of management	-	5%
Lengthen the runway	-	3%
None/Nothing	5.9%	8%
Other mentions	27.9%	16%
DK/NA	2.0%	11%

Note: Issues that were mentioned by less than 3 percent of the residents have been added to the “Other mentions” category for charting purposes. For the detailed results of this question, please see the Topline report.

Q12. Satisfaction with Airport Activities I

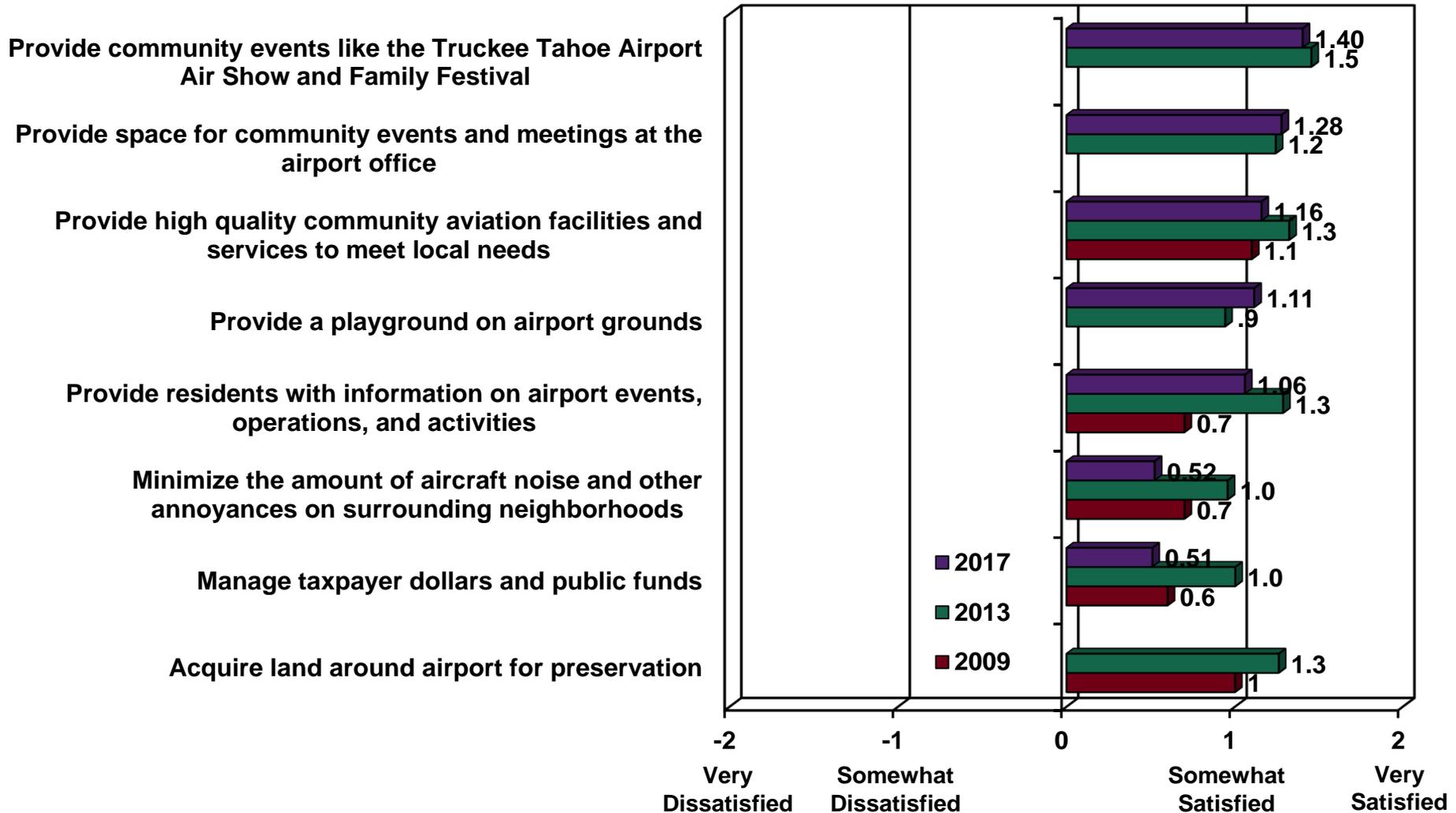
Residents

In the next question, residents were asked to indicate their level of satisfaction with seven airport functions and activities provided by the Truckee Tahoe Airport. In response, five of the functions/actions centered on services to the local community reached the level of “Somewhat satisfied” (mean score of 1.0 or higher). There was increased satisfaction for “Provide a playground on airport grounds,” and decreased satisfaction for “Provide residents with information on airport events, operations, and activities,” “Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods,” and “Manage taxpayer dollars and public funds.” Seven in ten residents were at least “Somewhat satisfied” with “Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival” and “Provide space for community events and meetings at the airport office.” Further, three out of five residents were at least “Somewhat satisfied” with “Provide high quality community aviation facilities and services to meet local needs” and “Provide reesidents with information on airport events, operations, and activities.”

The data is illustrated in the chart on the following page.

Q12. Satisfaction with Airport Activities II

Residents



Note: The above rating questions have been abbreviated for charting purposes; for the exact wording, please see the Topline report.
Computation of mean scores: "Very Satisfied" = +2, "Somewhat Satisfied" = +1, "Somewhat Dissatisfied" = -1, and "Very Dissatisfied" = -2.

Q12. Satisfaction with Airport Activities

Resident Geographic Differences

In terms of the impact of whether the residents live in the immediate vicinity of the airport on their response to this question, there were no statistically significant differences based on these geographic areas.

	Neighborhood	
	Immediate Vicinity	Other
Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.35	1.33
Provide space for community events and meetings at the airport office	1.26	1.04
Provide a playground on airport grounds	1.18	1.85
Provide high quality community aviation facilities and services to meet local needs	1.14	.84
Provide residents with information on airport events, operations, and activities	1.08	.58
Manage taxpayer dollars and public funds	.58	.13
Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.41	.28

Q12. Satisfaction with Airport Activities

Resident Subgroup Differences

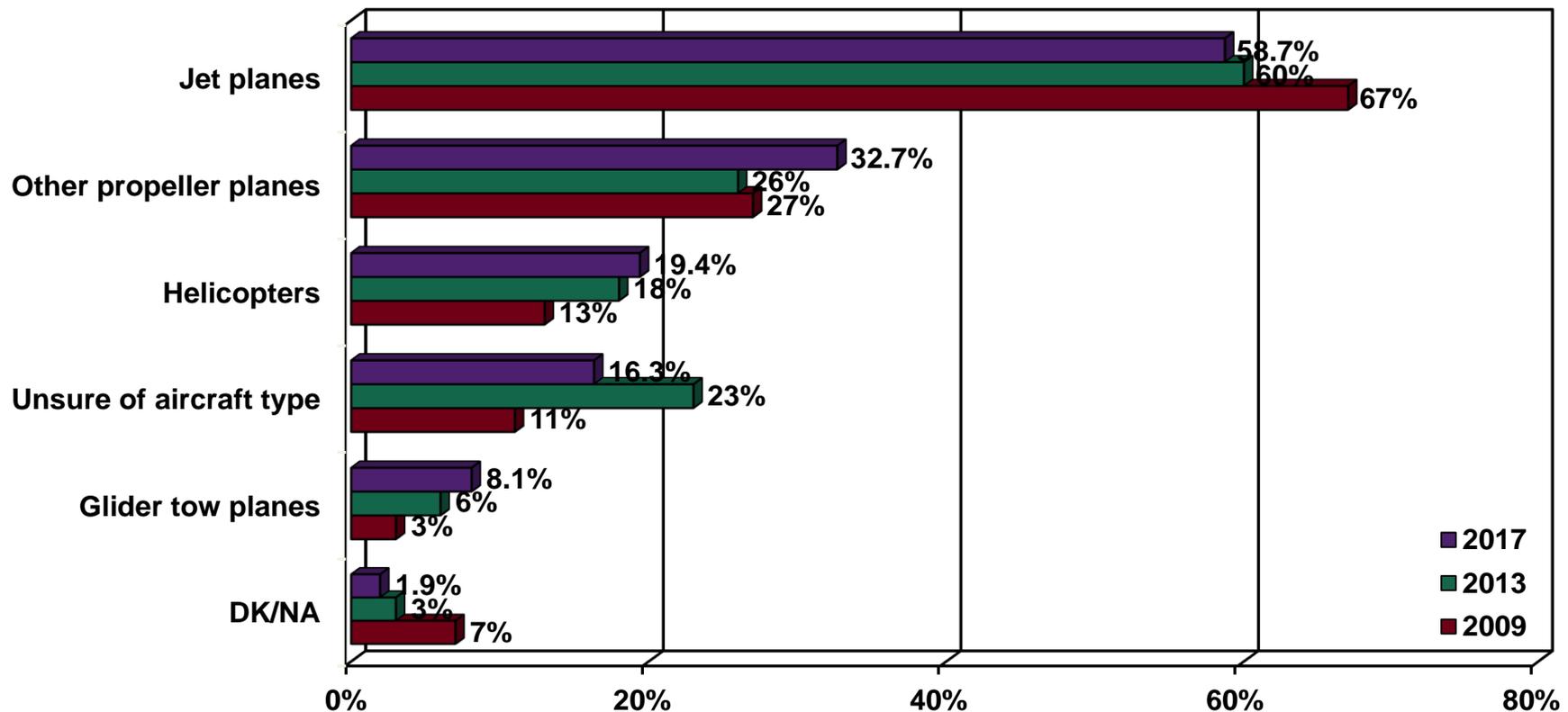
Residents ages 18 to 49 were more likely to indicate higher satisfaction for “Provide a playground on airport grounds.” Residents ages 40 to 49 and 65 and older had a greater tendency to be satisfied with “Provide residents with information on airport events, operations, and activities” and “Manage taxpayer dollars and public funds.” Homeowners also tended to more often report satisfaction for “Provide residents with information on airport events, operations, and activities.” Residents who said they had flown out of the airport in the previous year were more likely to give higher satisfaction for “Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival.”

	Age					Homeownership		Flown out of Airport Within Past Year	
	18 to 29	30 to 39	40 to 49	50 to 64	65 & over	Rent	Own	Yes	No
Provide high quality community aviation facilities and services to meet local needs	1.37	.92	1.13	1.18	1.33	1.22	1.16	1.33	1.13
Provide a playground on airport grounds	1.33	1.45	1.36	.60	.81	1.31	1.05	1.27	1.09
Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.18	1.40	1.47	1.40	1.55	1.31	1.44	1.69	1.36
Provide space for community events and meetings at the airport office	1.06	1.15	1.42	1.29	1.40	1.24	1.29	1.34	1.27
Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.60	.28	.59	.53	.71	.40	.59	.79	.48
Provide residents with information on airport events, operations, and activities	.59	1.09	1.18	1.05	1.39	.84	1.16	1.17	1.04
Manage taxpayer dollars and public funds	-.01	.51	.75	.29	1.08	.45	.56	.78	.47

Q13. Aircraft Responsible for Dissatisfaction

Residents

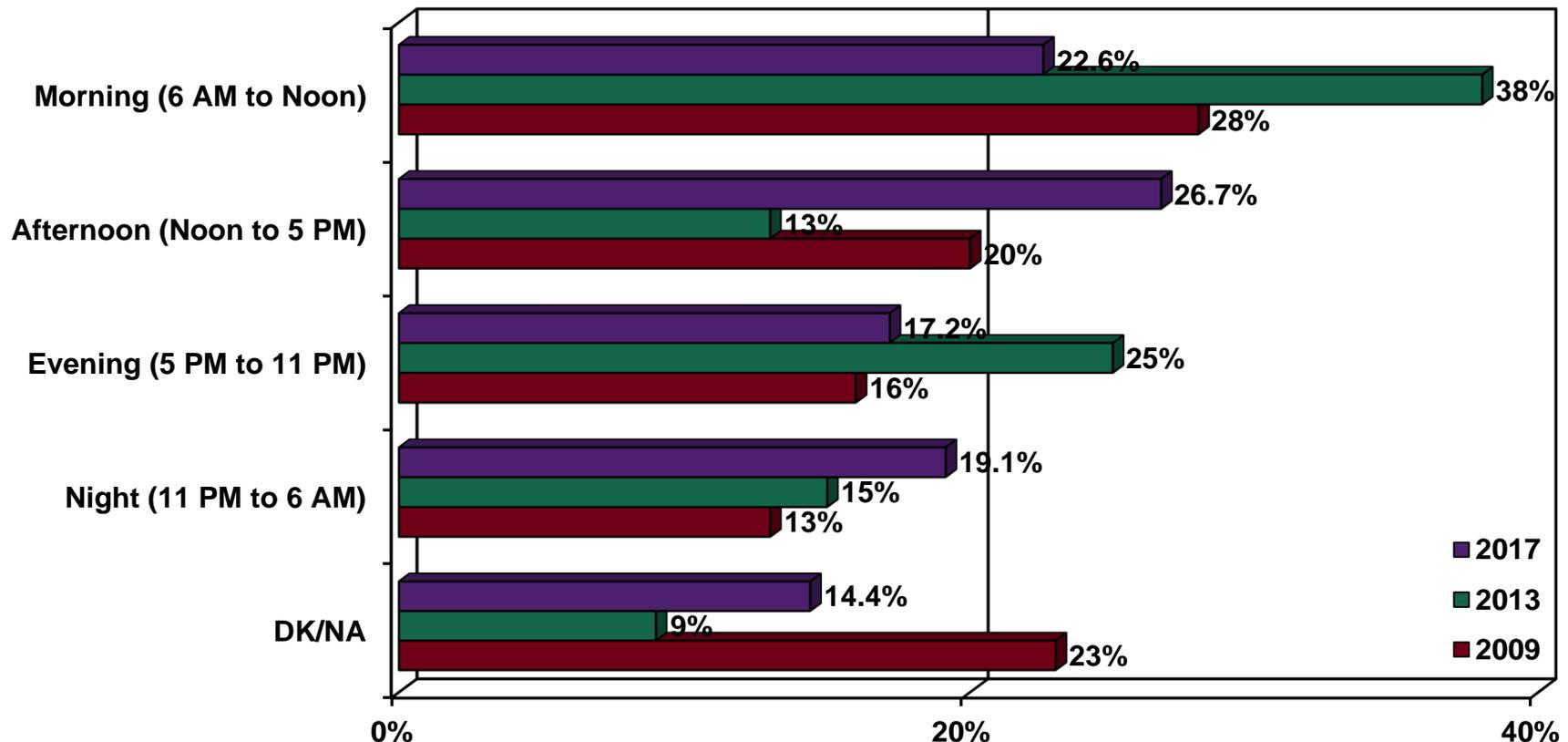
In a follow up question, 138 residents who said they were dissatisfied with the airport's efforts to minimize aircraft noise and other annoyances in the surrounding neighborhoods were asked which types of aircraft they felt were most responsible for their dissatisfaction. Identical to the 2013 results, jet planes were far and away perceived as causing the most neighborhood disturbance at 58.7%. When compared with 2013, slightly more residents in the current survey placed blame on other propeller planes and fewer residents say they are unsure of the aircraft type.



Q14. Time of Day when Dissatisfied

Residents

Next, this group was asked what time of day they were most dissatisfied with the airport's efforts to minimize noise and other annoyances on the surrounding neighborhoods. There were significant shifts in response when compared with the 2013 survey results. Significantly fewer residents said the morning and evening were times when they were dissatisfied, while significantly more residents stated the afternoon was the time they were most dissatisfied.





GODBE RESEARCH
Gain Insight

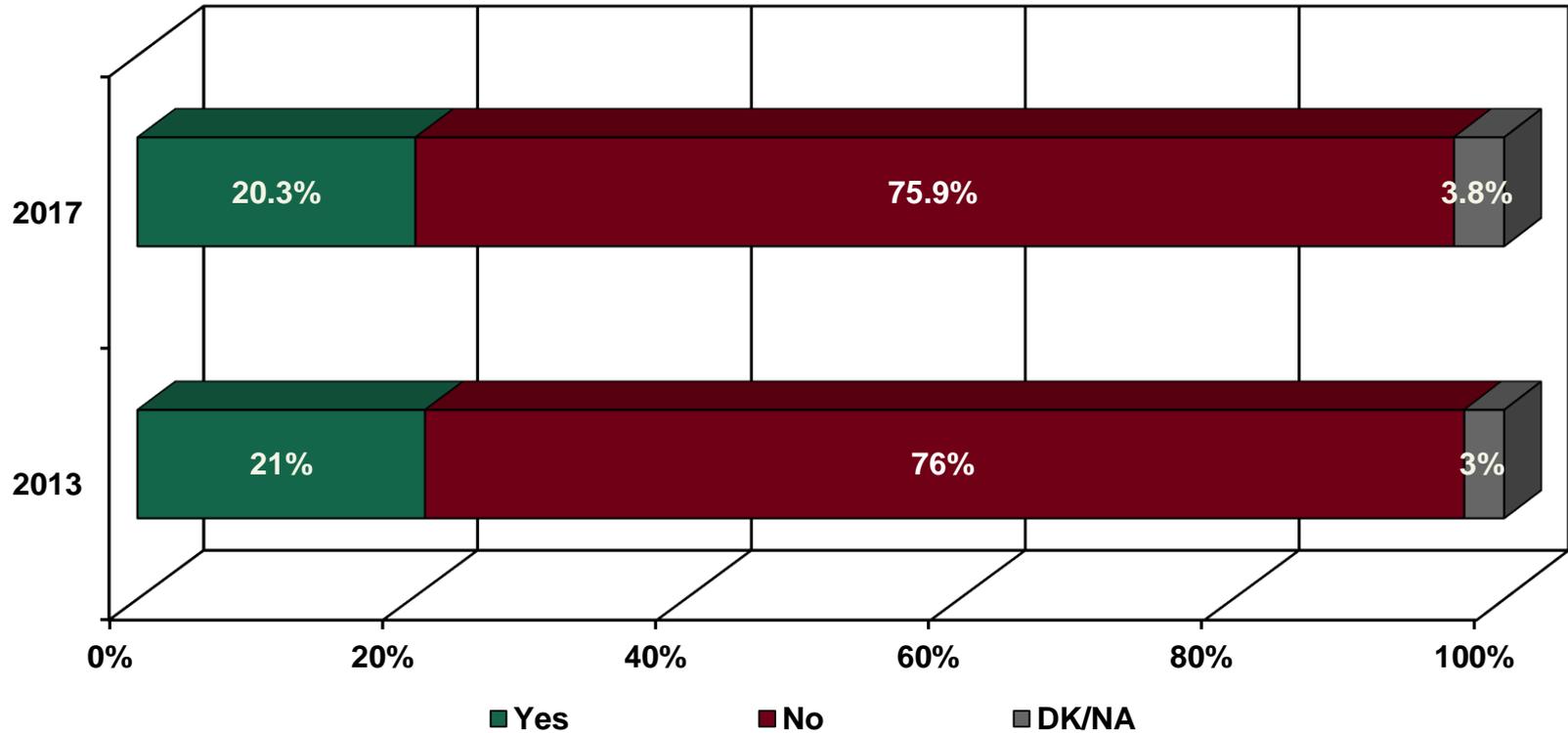


Communications

Q15. Awareness of Purchase of Tahoe City Golf Course

Residents

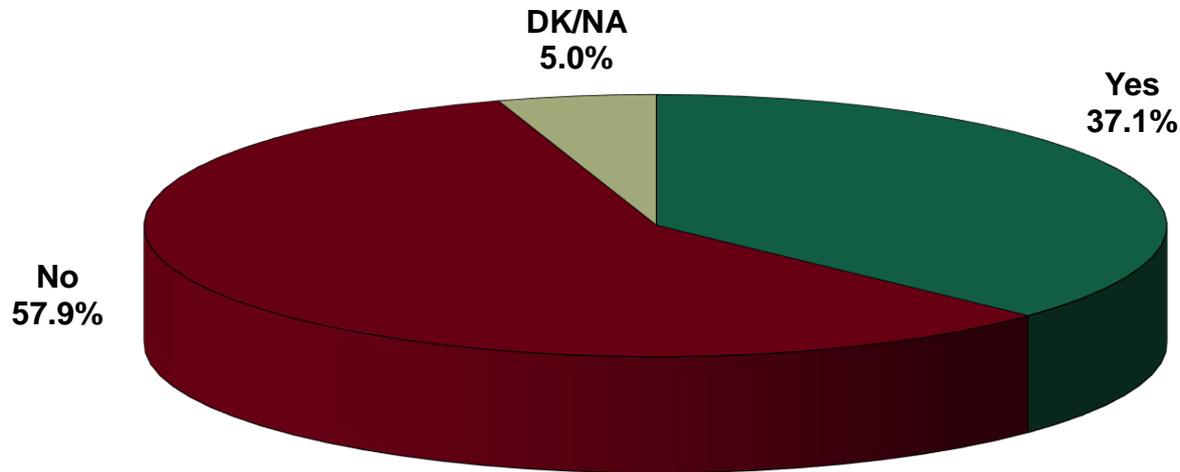
Next, the residents were given information about a partnership between the Truckee Tahoe Airport District and other agencies to purchase the Tahoe City Golf Course, and then asked if they were aware of this plan. The results of the current survey are identical to those of 2013, where more than three-quarters of residents reported they were not aware of it, and about one in five residents said they were.



Q16. Awareness of Pilot Voluntary Curfew Incentives Before Survey

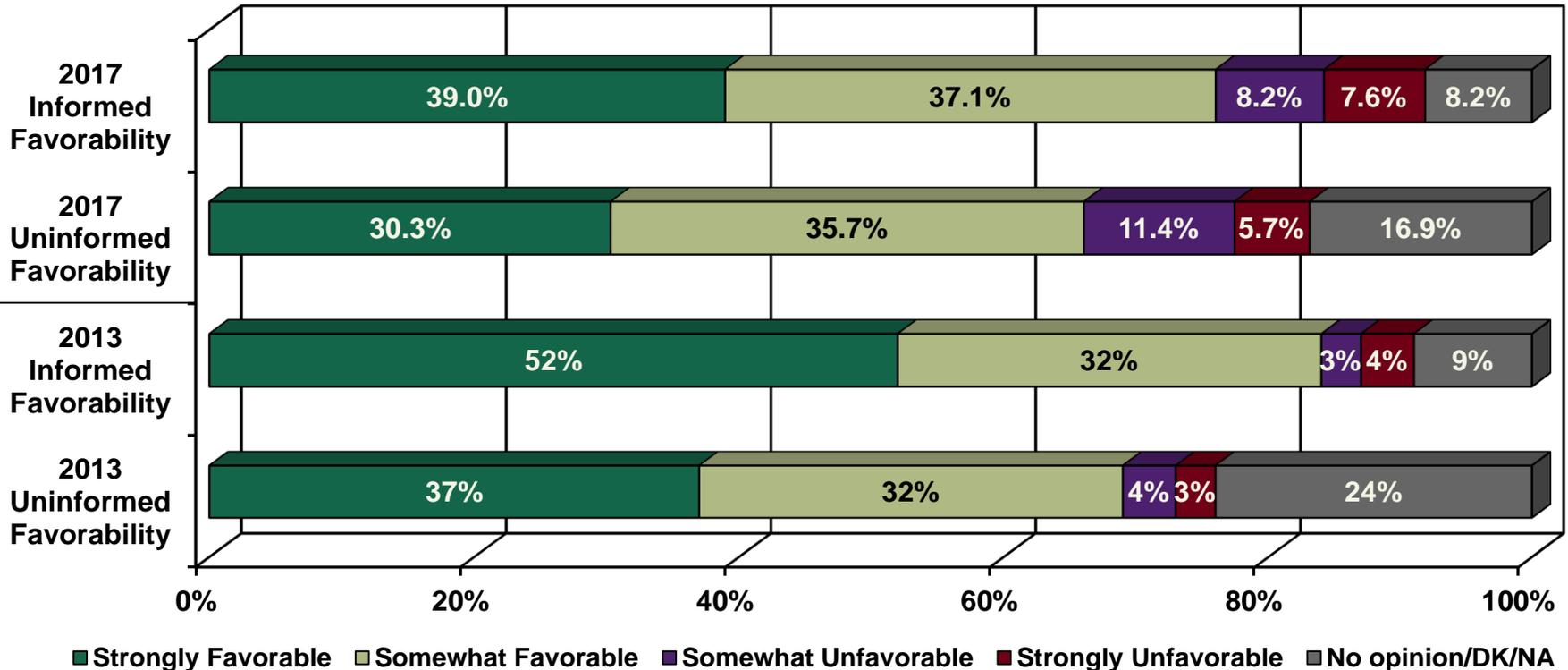
Residents

Next, the residents were told about how the Truckee Tahoe Airport offers pilots incentives to follow a voluntary curfew and works with aircraft owners to retrofit their equipment with quiet technology. The residents were then asked if they were aware of these efforts prior to taking this survey. Approximately one third of residents were aware of this program, while about three in five residents were not.



Q17. Informed Favorability of the Airport Residents

Next, the residents were asked again to give their opinion of the airport. Results are similar to those of 2013 in that the number of residents who said they did not know or had no opinion decreased significantly from the first test to the final, with a corresponding increase in the “Strongly Favorable” response category. More than three quarters of residents reported having a favorable opinion of the Truckee Tahoe Airport (39.0% Strongly Favorable, 37.1% Somewhat Favorable).



Q21. Reasons for Non-Aviation Visits I

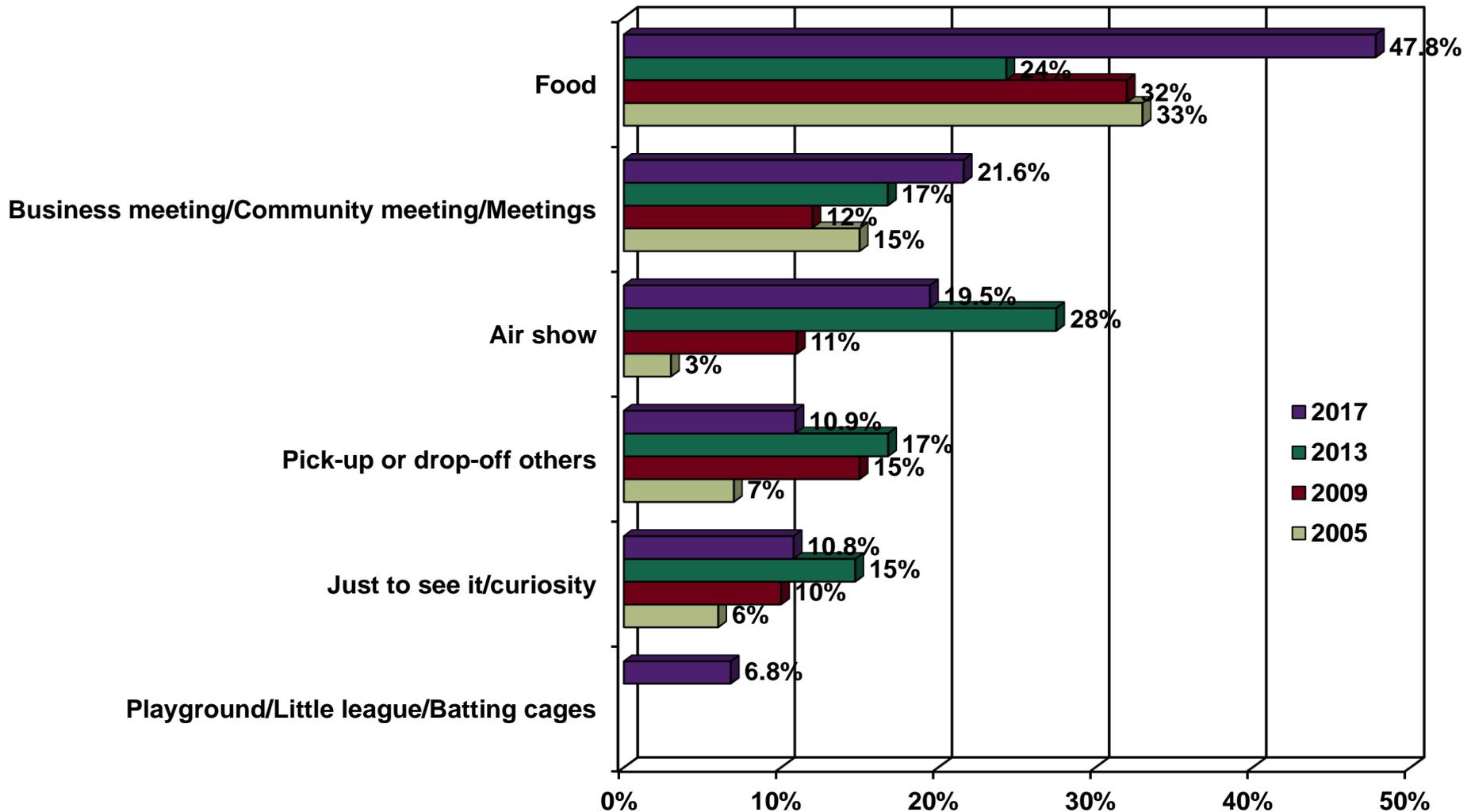
Residents

Next, the 398 residents who had visited the airport for non-aviation purposes were asked to list why they visited the airport. The top scoring reason was for food, with nearly half of the residents queried indicating such. About one in five of this group reported visiting the airport for meetings or the air show. These results vary somewhat from 2013, most dramatically seen with the increase in residents visiting for food, and fewer reporting they attend the air show.

The chart displaying the results follows on the next two pages.

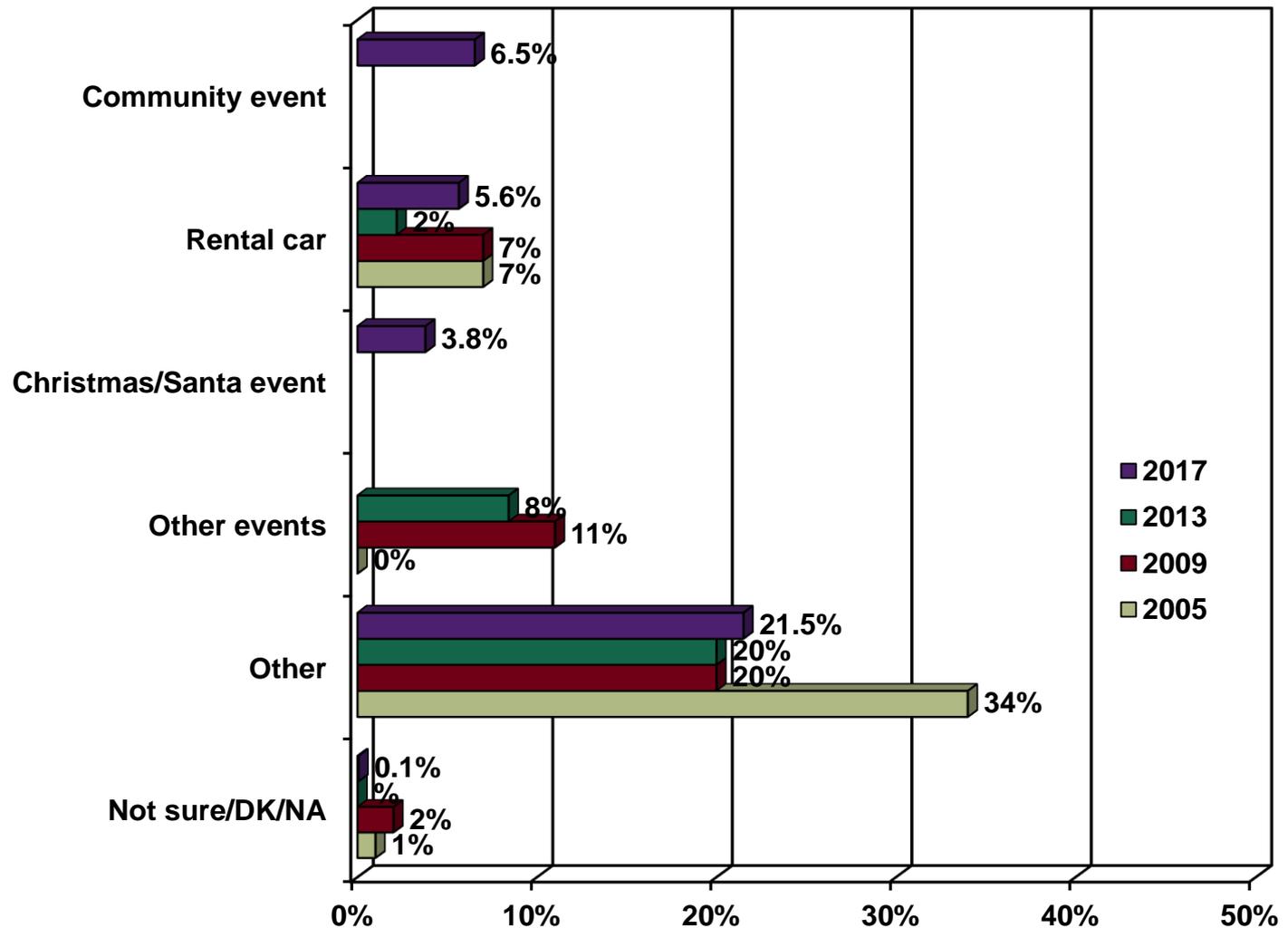
Q21. Reasons for Non-Aviation Visits II

Residents



Q21. Reasons for Non-Aviation Visits III

Residents



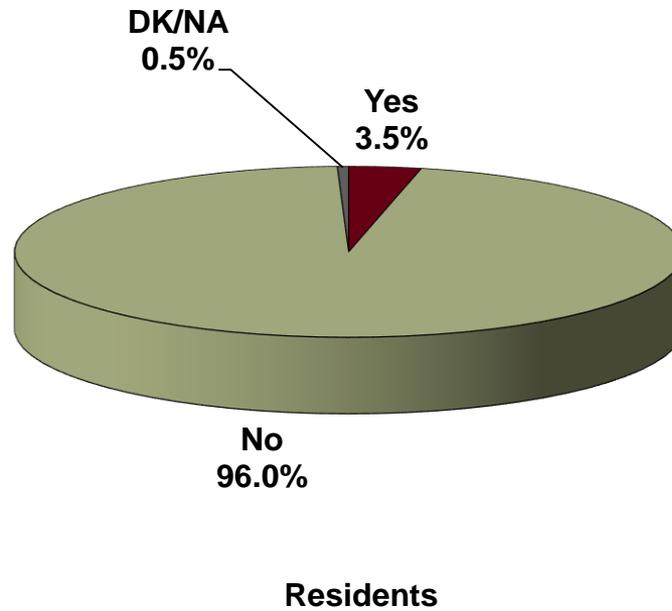


GODBE RESEARCH
Gain Insight

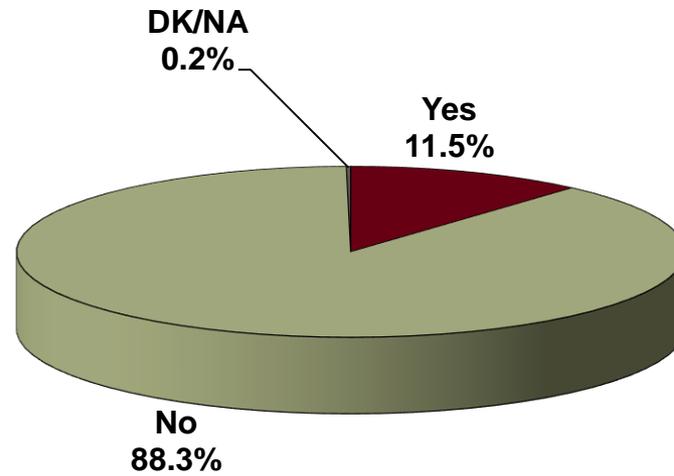


Appendix A: Additional Respondent Information

Q18. Licensed Pilot

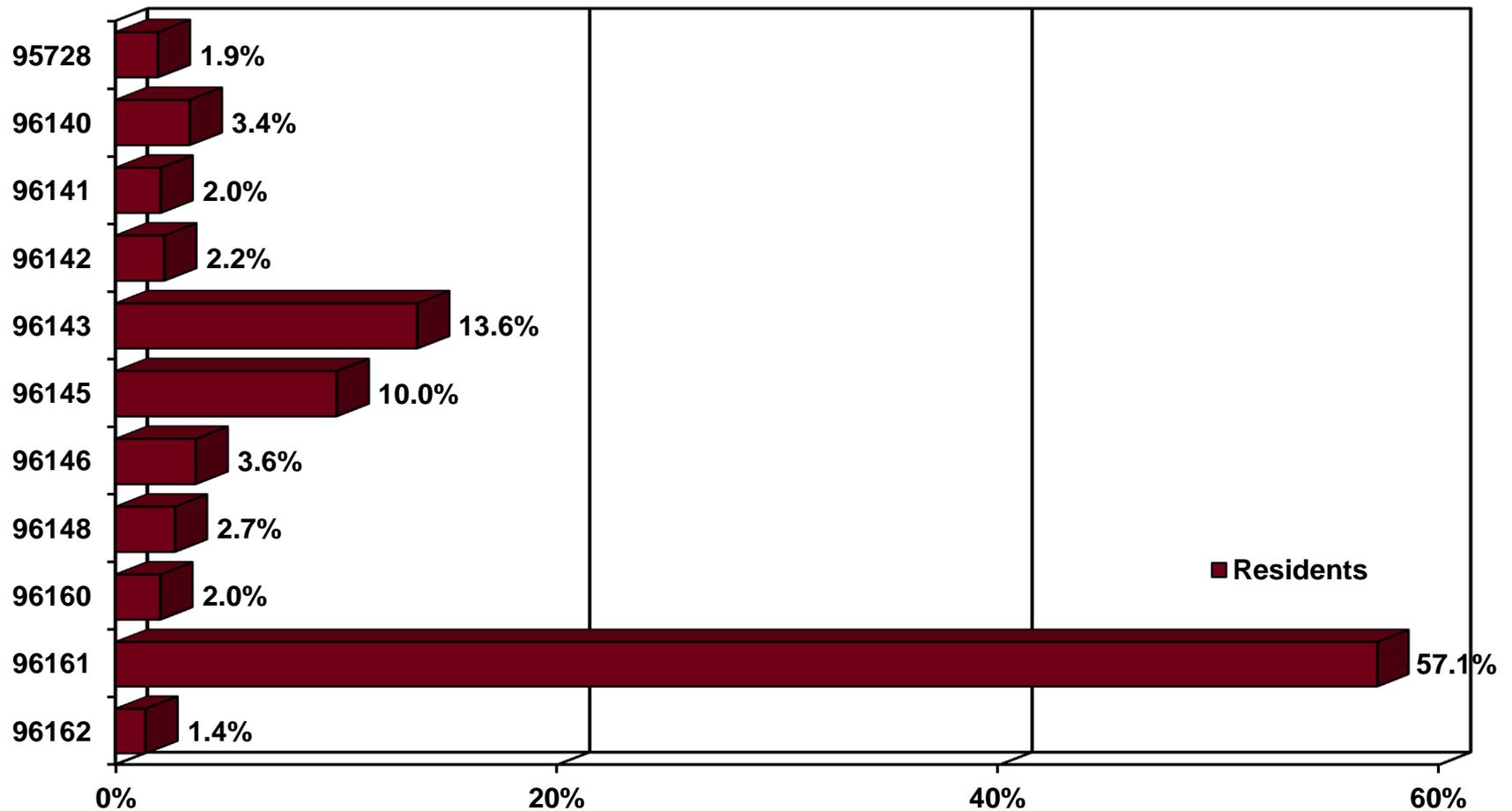


Q19. Flown Out of Truckee Tahoe Airport in Past Year

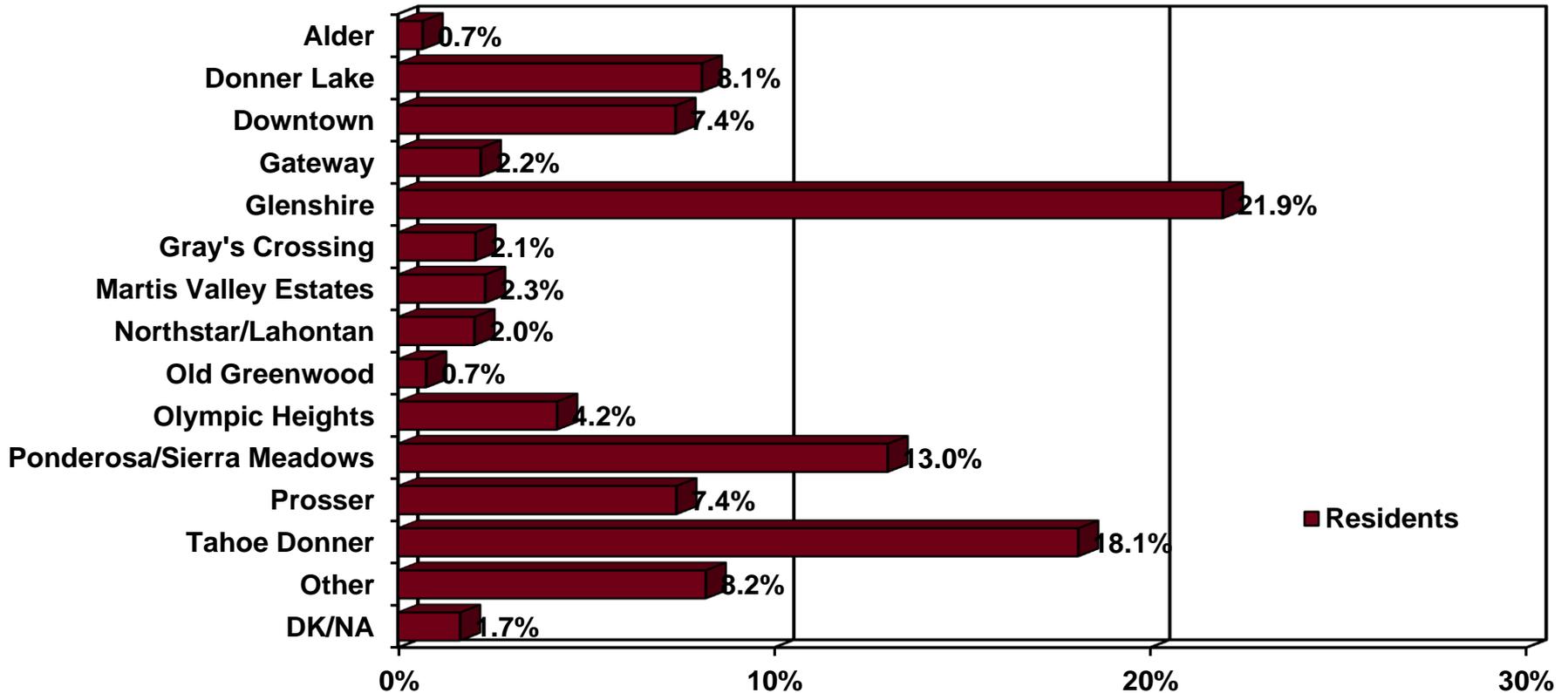


Residents

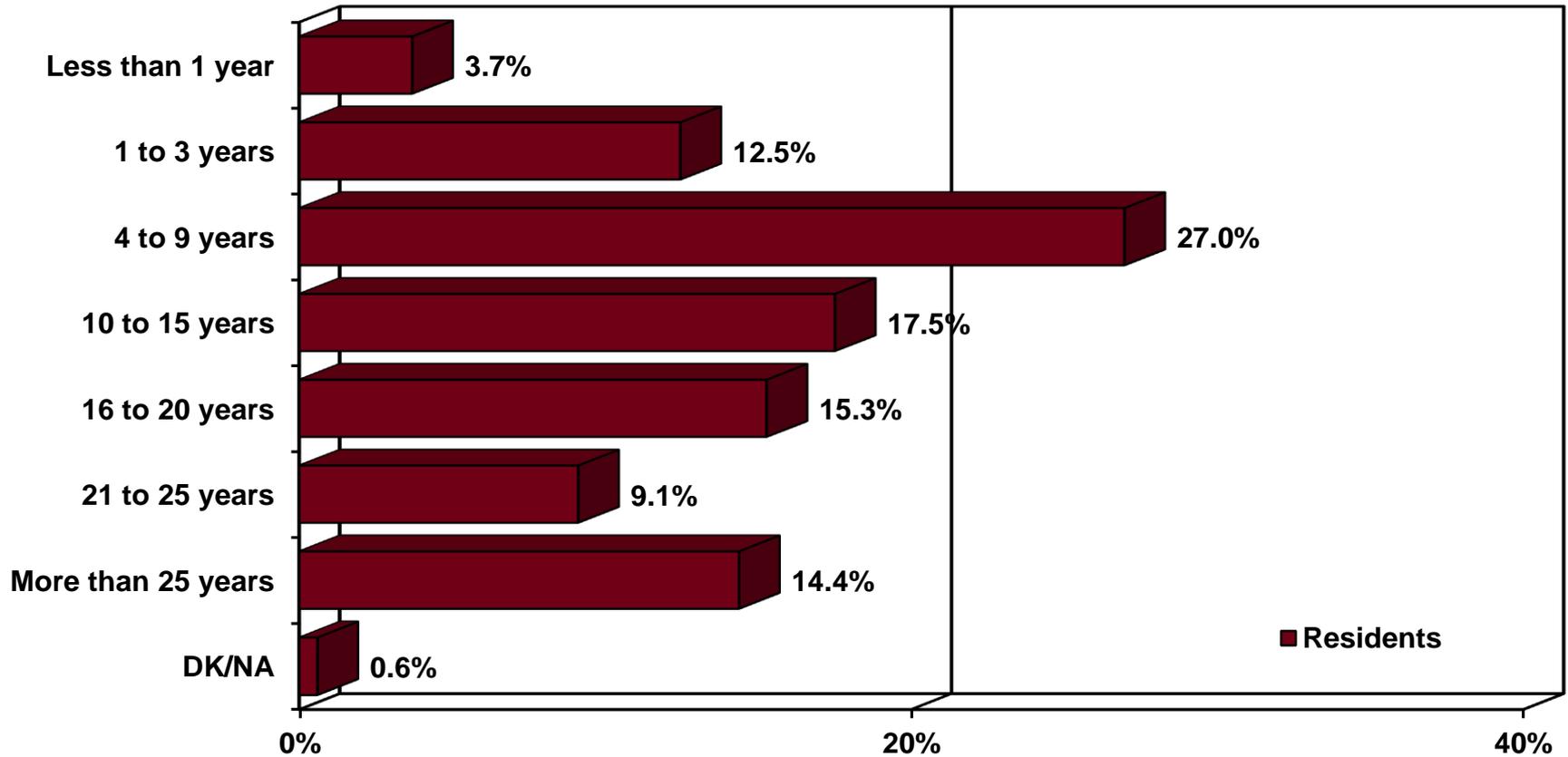
QA. Zip Code of Local Residence



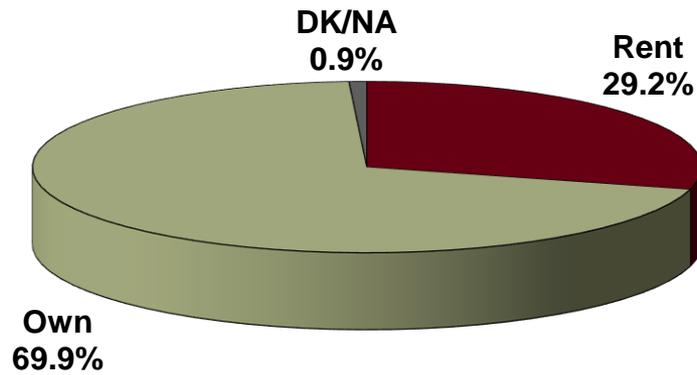
QB. Neighborhood of Residence Within Truckee



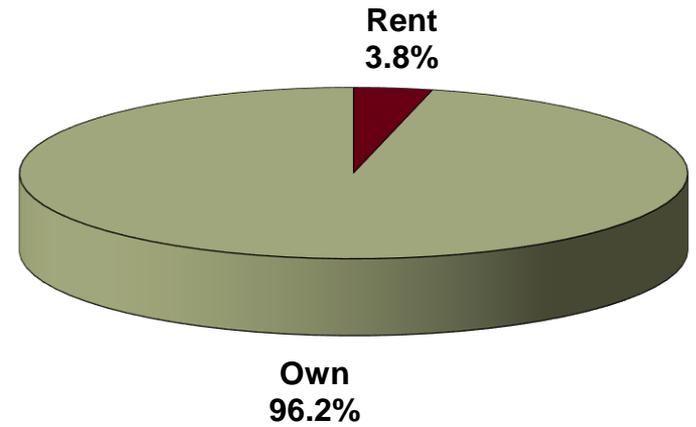
QC. Length of Residence



QD. Homeownership

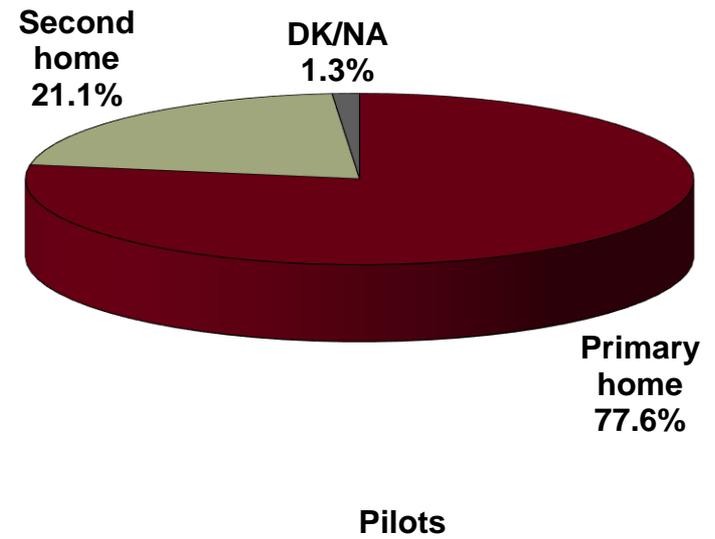
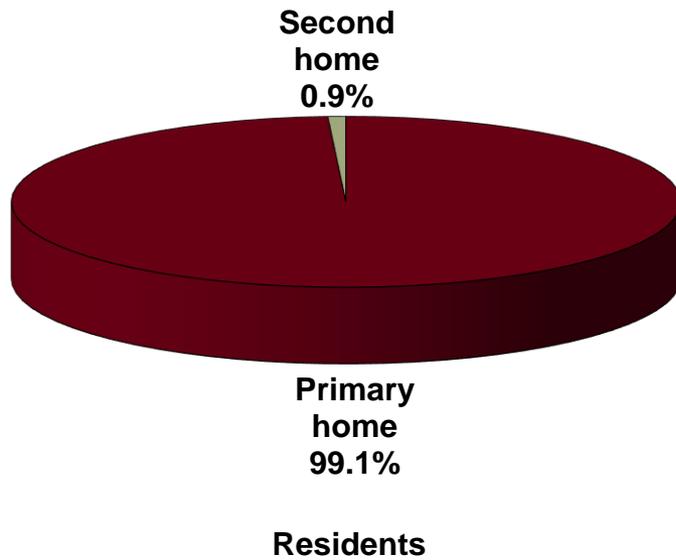


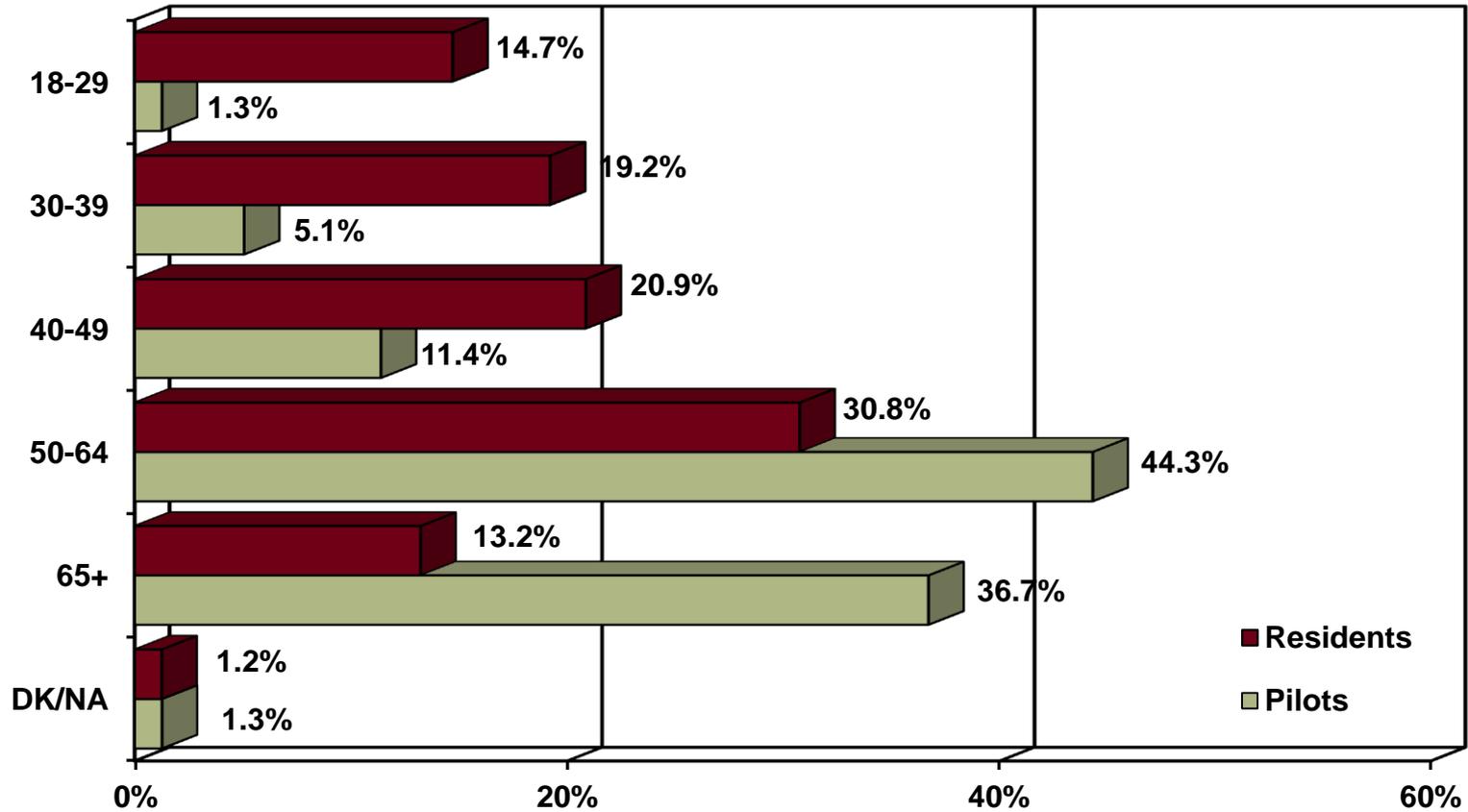
Residents



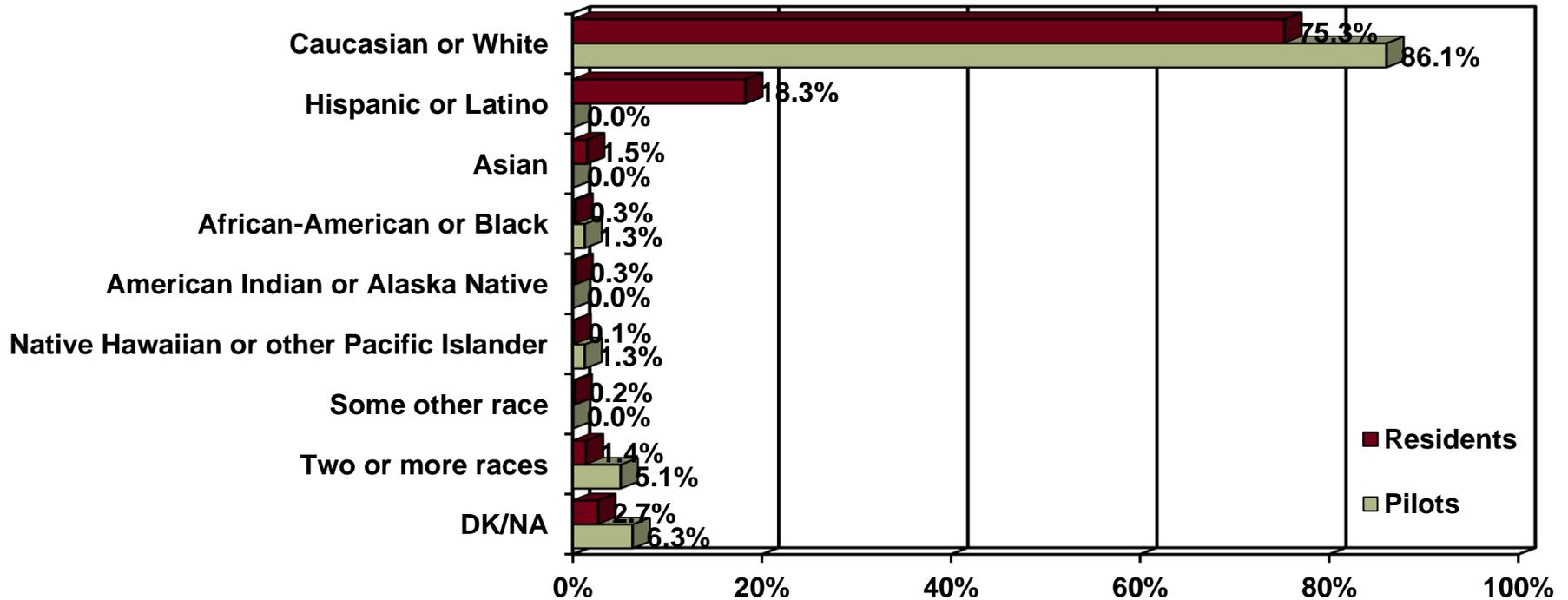
Pilots

QE. Primary Versus Second Home

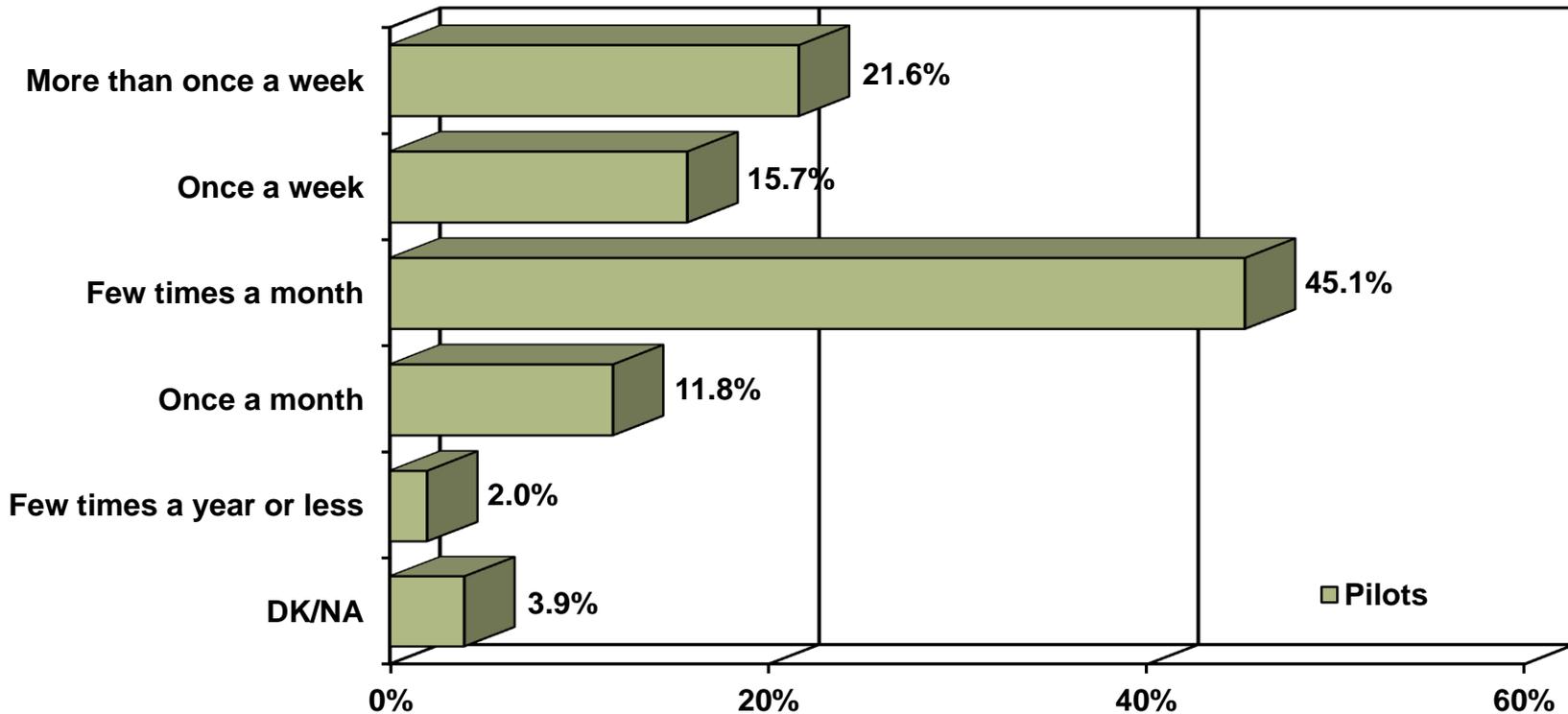




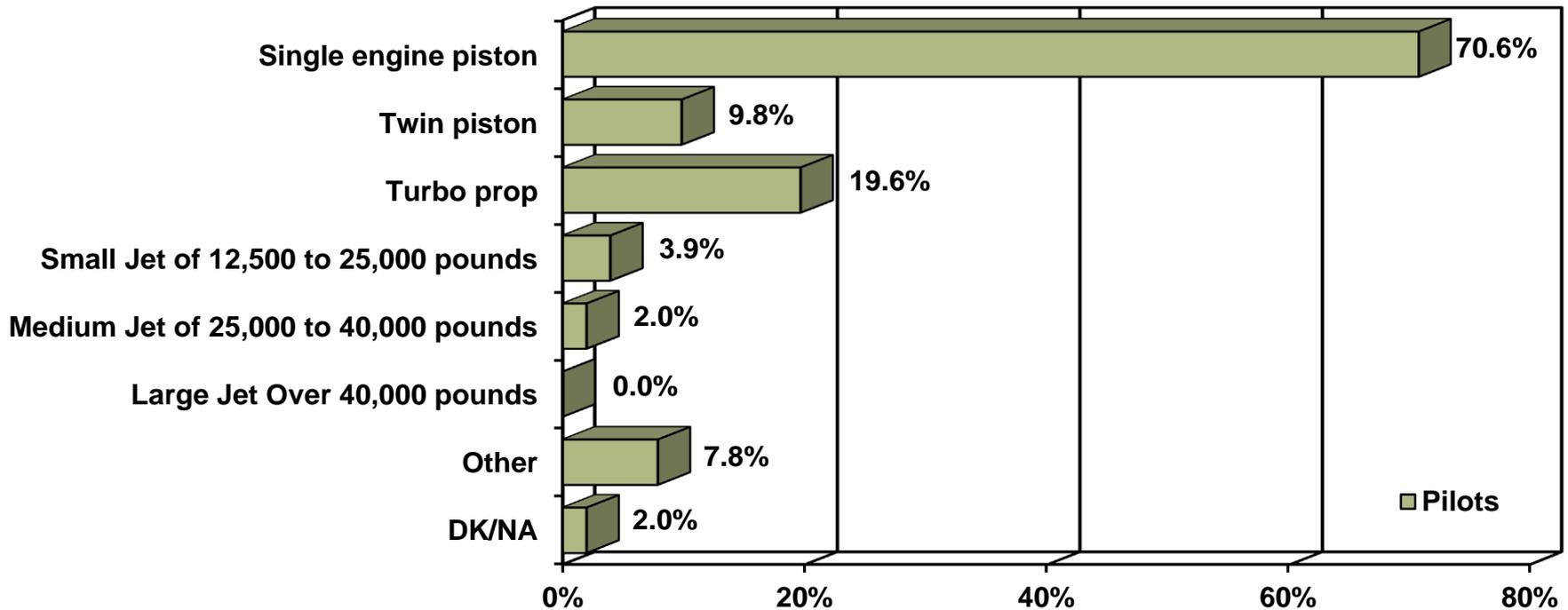
QG. Ethnicity



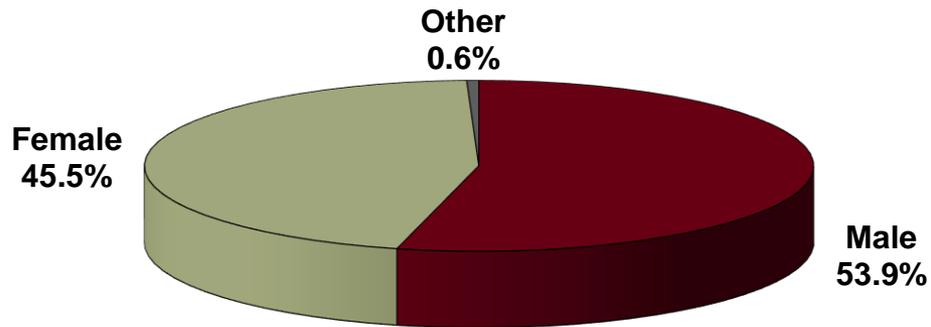
QH. Frequency of Flights Out of the Airport



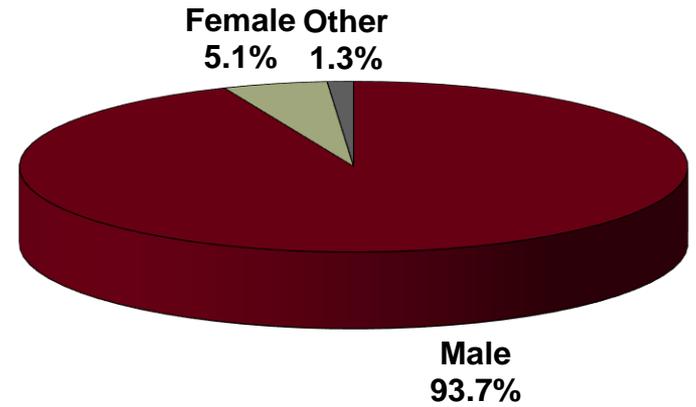
Q1. Types of Aircraft Piloted



QJ. Gender



Residents



Pilots



GODBE RESEARCH
Gain Insight



Appendix B: Detailed Methodology

SURVEY METHODOLOGY

Overall, 527 residents of the Truckee Tahoe Airport District completed the survey, representing a total universe of approximately 23,038 adult residents in the district. These study parameters resulted in a margin of error of plus or minus 4.34 percent. A total of 79 pilots completed the survey, 51 pilots from a list provided by the District, and 28 resident respondents that self-identified as licensed pilots. Interviews were conducted from May 26 through June 17, 2017. The average interview time was approximately 20 minutes for residents and 17 minutes for pilots.

Once collected, the sample of respondents was compared with the actual adult population of the Truckee Tahoe Airport District (based on 2015 American Community Census) to examine possible differences between the demographics of the sample of respondents and the actual district population. The data were weighted to correct differences, and the results presented are representative of the adult population of the Truckee Tahoe Airport District in terms of gender, age, ethnicity, and region of residence.

QUESTIONNAIRE METHODOLOGY

To avoid the problem of systematic position bias, where the order in which a series of questions is asked systematically influences the answers, several questions in the survey were randomized such that the respondents were not consistently asked the questions in the same order. The series of items in Questions 1, 5, 7, 8, 9, 10, 12, 13, and 21 were randomized to avoid such position bias.

Because a survey typically involves a limited number of people who are part of a larger population group, by mere chance alone, there will almost always be some differences between a sample and the population from which it was drawn. These differences are known as “sampling error,” and they are expected to occur regardless of how scientifically the sample has been selected. The advantage of a scientific sample is that we are able to calculate the sampling error. Sampling error is determined by four factors: the population size, the sample size, a confidence level, and the dispersion of responses.

The following table shows the possible sampling variation that applies to a percent result reported from a probability type sample. Because the sample of 499 residents was drawn from the estimated population of approximately 23,038 adult residents in the district, one can be 95 percent confident that the margin of error due to sampling will not vary, plus or minus, by more than the indicated number of percent points from the result that would have been obtained if the interviews had been conducted with all persons in the universe. As the table indicates, the maximum margin of error for all aggregate responses is between 2.60 and 4.34 percent for the survey.

This means that, for a given question with dichotomous response options (e.g., Yes/No) answered by all 499 residents, one can be 95 percent confident that the difference between the percent breakdowns of the sample and those of the total population is no greater than 4.34 percent. The percent margin of error applies to both sides of the answer, so that for a question in which 50 percent of the respondents said yes, one can be 95 percent confident that the actual percent of the population that would say yes is between 46 (50 minus 4.34) percent and 54 (50 plus 4.34) percent.

The margin of error for a given question also depends on the distribution of responses to the question. The 4.34 percent refers to dichotomous questions where opinions are evenly split in the sample with 50 percent of respondents saying yes and 50 percent saying no. If that same question were to receive a response in which 10 percent of the respondents say yes and 90 percent say no, then the margin of error would be no greater than plus or minus 2.60 percent. As the number of respondents in a particular subgroup (e.g., age) is smaller than the number of total respondents, the margin of error associated with estimating a given subgroup’s response will be higher. Due to the high margin of error, Godbe Research cautions against generalizing the results for subgroups that are composed of 25 or fewer respondents.

Margin of Error II

<i>n</i>	Distribution of Responses				
	90% / 10%	80% / 20%	70% / 30%	60% / 40%	50% / 50%
1000	1.82%	2.42%	2.78%	2.97%	3.03%
900	1.92%	2.56%	2.93%	3.14%	3.20%
800	2.04%	2.72%	3.12%	3.34%	3.40%
600	2.37%	3.16%	3.62%	3.87%	3.95%
499	2.60%	3.47%	3.98%	4.25%	4.34%
400	2.91%	3.89%	4.45%	4.76%	4.86%
300	3.37%	4.50%	5.15%	5.51%	5.62%
200	4.14%	5.52%	6.32%	6.76%	6.90%
150	4.79%	6.38%	7.31%	7.81%	7.98%
100	5.87%	7.82%	8.96%	9.58%	9.78%

Reading Crosstabulation Tables

The questions discussed and analyzed in this report comprise a subset of crosstabulation tables available for each question. Only those subgroups that are of particular interest or that illustrate particular insights are included in the discussion. Should readers wish to take a closer look at other segments for a given question, the complete breakouts appear in Appendix E. These crosstabulation tables provide detailed information on the responses to each question by demographic and behavioral groups that were assessed in the survey. A typical crosstabulation table is shown here.

A short description of the item appears on the left-hand side of the table. The item sample size, in this case $n = 500$, is presented in the first column of data under "Total."

The results to each possible answer choice of all respondents are presented in the first column of data under "Total." The aggregate number of respondents in each answer category is presented as a whole number, and the percent of the entire sample that this number represents is just below the whole number. For example, among the total resident sample, 20 respondents felt the Truckee Tahoe Airport is doing "too much" to minimize the amount of aircraft noise and low-flying aircraft, and they represent 4% of the overall sample of 500. Next to the "Total" column are other columns representing responses from the men and the women. The data from these columns are read in exactly the same fashion as the data in the "Total" column.

EXAMPLE OF DATA CROSTABULATION TABLE		Gender		
		Total	Male	Female
Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	500	269	231
	Too much	20	16	5
		4.0%	5.8%	2.0%
	About the right amount	295	145	150
		59.0%	53.8%	65.1%
	Not enough	79	50	29
15.7%		18.5%	12.5%	
No opinion/DK/NA	106	59	47	
	21.2%	22.0%	20.4%	

Subgroup Comparisons

To test whether or not the differences found in percent results among subgroups are likely due to actual differences in opinions or behaviors – rather than the results of chance – a “z-test” was performed. In the headings of each column are labels, “A,” “B,” “C,” etc. along with a description of the variable. The “z-test” is performed by comparing the percent in each cell with all other cells in the same row within a given variable (within Gender in the pictured table, for example).

The results from the “z-test” are displayed in a separate table below the crosstabulation table. If the percent in one cell is statistically different from the percent in another, the column label will be displayed in the cell from which it varies significantly. For instance, in the adjacent table, a significantly higher percent of women (65.1%) reported that the Truckee Tahoe Airport was doing “About the right amount” to minimize the amount of aircraft noise and low-flying aircraft than the percent of men (53.8%). Hence, the letter “A” which stands for “Male” respondents appears under column “B,” which stands for “Female” respondents. The letters in the table indicate the differences where one can be 95 percent confident that the results are due to actual differences in opinions or behaviors reported by subgroups of respondents.

It is important to note that the percent difference among subgroups is just one piece in the equation to determine whether or not two percentages are significantly different from each other. The variance associated with each data point and the sample size are integral to determining significance. Therefore, two calculations may be different from each other according to the percent reported, yet the difference may not be statistically significant according to the “z” statistic.

EXAMPLE OF DATA FOR SUBGROUP COMPARISONS		Gender		
		Total	Male	Female
Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	500	269	231
	Too much	20	16	5
		4.0%	5.8%	2.0%
	About the right amount	295	145	150
		59.0%	53.8%	65.1%
	Not enough	79	50	29
15.7%		18.5%	12.5%	
No opinion/DK/NA	106	59	47	
	21.2%	22.0%	20.4%	

EXAMPLE OF DATA FOR Z-TEST		Gender	
		Male	Female
		(A)	(B)
Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	B	
	About the right amount		A
	Not enough		
	No opinion/DK/NA		

In addition to the analysis of the percent of the responses, certain results are discussed with respect to a descriptive “mean.” Means are the arithmetic averages of responses. For example, to derive the overall importance of a particular service (Q5), a number value was assigned to each response category – in this case, “Extremely Important” = +3, “Very Important” = +2, “Somewhat Important” = +1, and “Not at all Important” = 0. The individual answer of each respondent is then assigned the corresponding number – from +3 to 0 in this example. Finally, all respondents’ answers are averaged to produce a final score that reflects the overall importance of that service or capability. The resulting mean makes the interpretation of the data considerably easier.

In the Crosstabulation tables, as well as in some tables and charts throughout the report, for Questions 5, 8, 9, 10, and 12 of the survey, the reader will find mean scores. These mean scores represent the average response of each group. The adjacent table shows the scales for these two questions. Responses of “DK/NA” were not included in the calculations of the means for any question.

Question	Measure	Scale	Values
Q5	Importance Ratings	+3 to 0	+3 = “Extremely Important” +2 = “Very Important” +1 = “Somewhat Important” 0 = “Not at all Important”
Q8 and Q9	Agreement Ratings	+2 to -2	+2 = “Strongly Agree” +1 = “Somewhat Agree” -1 = “Somewhat Disagree” -2 = “Strongly Disagree”
Q10 and Q12	Satisfaction Ratings	+2 to -2	+2 = “Very Satisfied” +1 = “Somewhat Satisfied” -1 = “Somewhat Dissatisfied” -2 = “Very Dissatisfied”

Means Comparisons

Only those subgroups that are of particular interest, or that illustrate a particular insight, are included in the discussion within the report with regard to mean scores. A typical crosstabulation of mean scores is shown in the adjacent table.

The aggregate mean score for each item in the question series is presented in the first column of the data under “Total.” For example, among all the survey respondents, “Acquiring and maintaining land around the airport for preservation of open space” earned a mean score of 1.8. Next to the “Total” column are other columns representing the mean scores assigned to the respondents grouped by Gender.

The data from these columns are read in the same fashion as the data in the “Total” column. To test whether two mean scores are statistically different, a “t-test” is performed. As in the case of the “z-test” for percents, a statistically significant result is indicated by the letter representing the data column.

EXAMPLE OF DATA FOR MEANS COMPARISON	Gender		
	Total	Male	Female
A. Acquiring and maintaining land around the airport for preservation of open space	1.8	1.6	2.1
B. Early forest fire warning	2.3	2.1	2.5
C. Flight instruction and training	1.2	1.2	1.2
D. Transportation for patients in need of urgent healthcare	2.2	2.1	2.3

EXAMPLE OF DATA FOR T-TEST	Gender	
	Male	Female
	(A)	(B)
A. Acquiring and maintaining land around the airport for preservation of open space		A
B. Early forest fire warning		A
C. Flight instruction and training		
D. Transportation for patients in need of urgent healthcare		A



GODBE RESEARCH
Gain Insight



Appendix C: Topline Report



TRUCKEE TAHOE AIRPORT DISTRICT

2017 Community and Pilot Survey

Topline Report
 n=527 Residents (19 to 20 minutes)
 n=51-79 Pilots (16 to 17 minutes)

August 8, 2017

www.godberesearch.com

Northern California and Corporate Offices
 1575 Old Bayshore Highway, Suite 102
 Burlingame, CA 94010

Nevada
 59 Damonte Ranch Parkway, Suite B309
 Reno, NV 89521

Pacific Northwest
 601 108th Avenue NE, Suite 1900
 Bellevue, WA 98004

METHODOLOGY

Sample Universe:

- 23,038 Adult Residents 18+
- The respondents were selected using random sample of voter file numbers, matched to update cell phone numbers and email addresses,
- 216 Pilots provided by the district, plus 28 pilots from the Resident sample

Sample Size:

- n=578:
- n=527 Adult Residents 18+ (including 28 residents who self-identified pilots)
- n=79 Pilots (including 28 residents who self-identified pilots)

Weighting:

- Data is weighted to the 2015 American Community Survey (ACS) for gender, age and ethnicity using zip code based data

Margin of Error:

- Adult Resident Sample 18+ ± 4.22%
- Pilot Sample N/N

Data Collection: Landline, n=161; Cell, n=150; Online, n=222; Text/Online, n=45

Interview Dates: May 26 to June 17, 2017

Phone Interview Length: 20-minutes Residents; 17-minutes Pilots

COMMUNITY ISSUES

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
1. What do you feel is the biggest problem facing this community?	Lack of affordable housing/high home prices	30.3%			
	Cost of living	16.6%			
	Traffic congestion	15.4%			
	Too much population growth or development	12.0%			
	Education	4.4%			
	Airport noise or airport annoyances	3.6%			
	Economy	3.2%			
	Fire prevention	3.0%			
	Environmental issues	1.5%			
	Medical and emergency services	1.3%			
	Flood control	0.0%			
	Other	4.3%			
	DKNA	4.5%			

GENERAL AIRPORT AWARENESS AND ISSUES

	Residents		Pilots	
	Column N %	Mean & Σ	Column N %	Mean & Σ
2. Please name as many of the individual airports with 60 miles of your residence as you can	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	79.1%		
	Reno/Tahoe Airport	71.7%		
	South Lake Tahoe Airport/South Tahoe	31.8%		
	Reno-Stead Airport	18.3%		
	Tahoe Airport (General, not specific)	13.2%		
	Carson City Airport	10.2%		
	Blue Canyon-Nyack Airport	6.2%		
	Sacramento	4.0%		
	Minden Tahoe Airport	4.2%		
	Sierraville	4.2%		
	Grass Valley	1.8%		
	Auburn	1.9%		
	Nervino Airport	1.5%		
	Beckwourth	1.1%		
	Quincy	0.9%		
	Placer	0.3%		
	Susanville	0.2%		
	Fernley	0.2%		
	Gardnerville	0.2%		
	Other	2.4%		
Not sure/DK/NA	0.4%			
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	30.3%	73.4%	
	Somewhat favorable	35.7%	20.3%	
	Somewhat unfavorable	11.4%	3.8%	
	Strongly unfavorable	5.7%	1.3%	
	DK/NA	16.9%	1.3%	
	- Total Favorable	66.1%	93.7%	
	- Total Unfavorable	17.1%	5.1%	
- Ratio Fav to Unfav	3.9	18.5		
4. Why do you have an unfavorable opinion of the airport	Noise	49.9%	25.0%	
	Too much air traffic/growth	17.8%	25.0%	
	Planes fly too low	17.8%	0.0%	
	Taxpayer supported	16.2%	0.0%	
	Flight patterns not regulated/fly over homes	14.7%	0.0%	
	Used only by affluent/Rich	12.8%	0.0%	
	Little benefit to community	12.4%	0.0%	
	Planes make repeated passes over homes	5.9%	0.0%	
	Should charge fees for use	4.6%	0.0%	
	Only a few people use it	4.0%	0.0%	
	They use airport funds for non airport projects	3.4%	25.0%	
	Safety	1.0%	0.0%	
	Poor management	0.0%	50.0%	
	Other	8.9%	25.0%	
	Not sure/DK/NA	0.0%	0.0%	

	Residents		Pilots		
	Column N %	Mean & Σ	Column N %	Mean & Σ	
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	33.1%	72.1%	38.0%	65.8%
	Very important	39.0%		27.8%	
	Somewhat important	18.6%		17.7%	
	Not at all important	8.3%		13.9%	
	DK/NA	1.0%		2.5%	
5B. Early forest fire warning	Extremely important	56.7%	89.1%	50.6%	78.5%
	Very important	32.4%		27.8%	
	Somewhat important	5.3%		10.1%	
	Not at all important	3.0%		10.1%	
	DK/NA	2.6%		1.3%	
5C. Flight instruction and training	Extremely important	16.4%	38.4%	35.4%	67.1%
	Very important	22.0%		31.6%	
	Somewhat important	32.2%		19.0%	
	Not at all important	26.6%		12.7%	
	DK/NA	2.8%		1.3%	
5D. Transportation for patients in need of urgent healthcare	Extremely important	59.4%	88.3%	65.8%	87.3%
	Very important	28.8%		21.5%	
	Somewhat important	6.1%		6.3%	
	Not at all important	4.7%		5.1%	
	DK/NA	0.9%		1.3%	
5E. Search and rescue services	Extremely important	52.1%	91.2%	55.7%	83.5%
	Very important	39.1%		27.8%	
	Somewhat important	6.3%		12.7%	
	Not at all important	2.5%		2.5%	
	DK/NA	0.1%		1.3%	
5F. Resident pilot use for recreation	Extremely important	11.1%	33.8%	57.0%	82.3%
	Very important	22.8%		25.3%	
	Somewhat important	29.7%		12.7%	
	Not at all important	30.8%		2.5%	
	DK/NA	5.7%		2.5%	
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	12.4%	36.4%	48.1%	74.7%
	Very important	23.9%		26.6%	
	Somewhat important	35.0%		17.7%	
	Not at all important	25.0%		7.6%	
	DK/NA	3.6%		0.0%	
5B. Early forest fire warning			2.47		2.21
5D. Transportation for patients in need of urgent healthcare			2.44		2.50
5E. Search and rescue services			2.41		2.38
5A. Acquiring and maintaining land around the airport for preservation of open space			1.98		1.92
5C. Flight instruction and training			1.29		1.91
5G. Visitor use for access to the North Lake Tahoe region			1.25		2.15
5F. Resident pilot use for recreation			1.15		2.40

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	3.4%		34.2%	
	About the right amount	52.4%		58.2%	
	Not enough	25.2%		2.5%	
	DK/NA	18.9%		5.1%	
7. What do you feel the airport could do differently?	Regulate flight patterns/Avoid residential areas	31.7%		50.0%	
	Noise or size restriction on aircraft	27.1%		50.0%	
	Control number of aircraft/Reduce traffic or growth	20.7%		0.0%	
	Implement curfew/Regulate hours	17.5%		50.0%	
	Don't fly too low	7.5%		50.0%	
	Enforce rules/regulations/Issue fines	5.8%		0.0%	
	Those that use it should pay more	5.6%		0.0%	
	Push traffic to Reno/Provide transportation to Reno	3.5%		50.0%	
	Stop expansion	2.4%		0.0%	
	Benefit locals	1.7%		0.0%	
	Use the control tower	1.6%		0.0%	
	Other	8.0%		0.0%	
	Not sure/DK/NA	5.9%		0.0%	

AIRPORT ROLE IN THE COMMUNITY

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
8A1. The airport is an important component of the area's economy	Strongly Agree	38.9%	73.4%	78.5%	97.5%
	Somewhat Agree	34.5%		19.0%	
	Somewhat Disagree	13.0%		0.0%	
	Strongly Disagree	8.3%	21.2%	2.5%	2.5%
	DK/NA	5.3%		0.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	9.3%	26.9%	5.1%	11.4%
	Somewhat Agree	17.6%		6.3%	
	Somewhat Disagree	32.2%		11.4%	
	Strongly Disagree	35.4%	67.6%	74.7%	86.1%
	DK/NA	5.5%		2.5%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	25.7%	59.3%	31.6%	64.6%
	Somewhat Agree	33.6%		32.9%	
	Somewhat Disagree	14.7%		11.4%	
	Strongly Disagree	9.1%	23.7%	13.9%	25.3%
	DK/NA	16.9%		10.1%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	26.7%	66.2%	41.8%	83.5%
	Somewhat Agree	39.5%		41.8%	
	Somewhat Disagree	12.0%		8.9%	
	Strongly Disagree	9.4%	21.5%	1.3%	10.1%
	DK/NA	12.4%		6.3%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	26.6%	3.8%	8.9%
	Somewhat Agree	17.7%		5.1%	
	Somewhat Disagree	31.1%		11.4%	
	Strongly Disagree	30.4%	61.5%	79.7%	91.1%
	DK/NA	11.9%		0.0%	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	20.2%	51.7%	36.7%	73.4%
	Somewhat Agree	31.5%		36.7%	
	Somewhat Disagree	0.0%		10.1%	
	Strongly Disagree	41.0%	41.0%	8.9%	19.0%
	DK/NA	7.6%		7.6%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10.4%	35.4%	22.8%	53.2%
	Somewhat Agree	25.0%		30.4%	
	Somewhat Disagree	22.9%		30.4%	
	Strongly Disagree	20.6%	43.6%	13.9%	44.3%
	DK/NA	21.0%		2.5%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.8%	61.9%	15.2%	51.9%
	Somewhat Agree	34.1%		36.7%	
	Somewhat Disagree	12.8%		19.0%	
	Strongly Disagree	11.2%	24.0%	26.6%	45.6%
	DK/NA	14.1%		2.5%	

	Residents		Pilots	
	Column N %	Mean & Σ	Column N %	Mean & Σ
8A1. The airport is an important component of the area's economy		0.87		1.71
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		0.71		1.22
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		0.63		-0.05
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		0.63		0.63
8C2. The airport should grow to address increasing demands from the community		0.11		0.89
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		-0.23		0.18
8C1. The airport should reduce operations and scale back its programs and capabilities		-0.64		-1.58
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		-0.71		-1.48
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	12.4%	2.5%	8.9%
	Somewhat Agree	18.7%	6.3%	
	Somewhat Disagree	30.8%	10.1%	
	Strongly Disagree	23.4%	79.7%	89.9%
	DK/NA	14.7%	1.3%	
9B. The airport should remain the way it is and not change	Strongly Agree	15.6%	13.9%	48.1%
	Somewhat Agree	32.6%	34.2%	
	Somewhat Disagree	25.1%	27.8%	
	Strongly Disagree	16.7%	17.7%	45.6%
	DK/NA	10.0%	6.3%	
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	44.1%	36.7%	79.7%
	Somewhat Agree	41.9%	43.0%	
	Somewhat Disagree	6.2%	8.9%	
	Strongly Disagree	1.8%	10.1%	19.0%
	DK/NA	6.0%	1.3%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	9.8%	26.6%	58.2%
	Somewhat Agree	20.6%	31.6%	
	Somewhat Disagree	23.0%	25.3%	
	Strongly Disagree	43.7%	13.9%	39.2%
	DK/NA	2.9%	2.5%	
9C. The airport should manage the growth of operations to be consistent with community needs		1.28		0.88
9B. The airport should remain the way it is and not change		0.06		-0.01
9A. The airport should reduce the number of flights into and out of the Airport		-0.40		-1.60
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		-0.72		0.32

PILOT SATISFACTION

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			62.7%	90.2%
	Somewhat Satisfied			27.5%	
	Somewhat Dissatisfied			7.8%	
	Very Dissatisfied			0.0%	
	DK/NA			2.0%	
10B. Provide noise abatement procedures	Very Satisfied			49.0%	86.3%
	Somewhat Satisfied			37.3%	
	Somewhat Dissatisfied			5.9%	
	Very Dissatisfied			5.9%	
	DK/NA			2.0%	
10C. Maintain runways	Very Satisfied			82.4%	96.1%
	Somewhat Satisfied			13.7%	
	Somewhat Dissatisfied			2.0%	
	Very Dissatisfied			0.0%	
	DK/NA			2.0%	
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied			68.6%	94.1%
	Somewhat Satisfied			25.5%	
	Somewhat Dissatisfied			3.9%	
	Very Dissatisfied			0.0%	
	DK/NA			2.0%	
10E. Provide and maintain hangar facilities	Very Satisfied			49.0%	68.6%
	Somewhat Satisfied			19.6%	
	Somewhat Dissatisfied			19.6%	
	Very Dissatisfied			9.8%	
	DK/NA			2.0%	
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied			54.9%	88.2%
	Somewhat Satisfied			33.3%	
	Somewhat Dissatisfied			5.9%	
	Very Dissatisfied			3.9%	
	DK/NA			2.0%	
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied			62.7%	96.1%
	Somewhat Satisfied			33.3%	
	Somewhat Dissatisfied			0.0%	
	Very Dissatisfied			0.0%	
	DK/NA			3.9%	
10H. Keep airport and hangar fees at affordable levels	Very Satisfied			19.6%	58.8%
	Somewhat Satisfied			39.2%	
	Somewhat Dissatisfied			19.6%	
	Very Dissatisfied			19.6%	
	DK/NA			2.0%	

	Residents		Pilots	
	Column N %	Mean & Σ	Column N %	Mean & Σ
10C. Maintain runways				1.80
10G. Provide pilots with information on airport events, operations, and activities				1.65
10D. Maintain taxiways, parking ramps, and hangar ramps				1.62
10A. Provide high quality community aviation facilities and services to meet local needs				1.48
10F. Provide and maintain fueling and other aircraft support services				1.32
10B. Provide noise abatement procedures				1.20
10E. Provide and maintain hangar facilities				0.80
10H. Keep airport and hangar fees at affordable levels				0.20
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Hangar access/Box hangars		17.6%	
	Competitive fuel prices		15.7%	
	Permanent tower		15.7%	
	Has good leadership/Management/Staff		7.8%	
	Affordable/Hangar fees/Landing fees		7.8%	
	Deicing services		5.9%	
	None/Nothing		5.9%	
	Use aviation money for aviation purposes		5.9%	
	Heated hangars		3.9%	
	Reduce staff		3.9%	
	Washing facilities		3.9%	
	Paving for gliders		2.0%	
	Better food		2.0%	
	More restrooms		2.0%	
	Difficult getting/Paying for fuel		2.0%	
	Satisfied as is		2.0%	
	Fewer restrictions		2.0%	
	Make hangar repairs		2.0%	
	Additional parking		2.0%	
	Too much expense for the new facility		2.0%	
	Antenna/Web cam coverage		2.0%	
	Do away with temporary tower		2.0%	
Shorter curfew hours		2.0%		
Other		3.9%		
Not sure/DK/NA		2.0%		

RESIDENT SATISFACTION

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	29.8%	68.8%		
	Somewhat Satisfied	39.0%			
	Somewhat Dissatisfied	5.2%			
	Very Dissatisfied	2.4%			
	DK/NA	23.5%			
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	22.3%	58.7%		
	Somewhat Satisfied	36.4%			
	Somewhat Dissatisfied	15.6%			
	Very Dissatisfied	10.5%			
	DK/NA	15.2%			
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	35.9%	74.7%		
	Somewhat Satisfied	38.8%			
	Somewhat Dissatisfied	9.3%			
	Very Dissatisfied	4.0%			
	DK/NA	11.9%			
12D. Manage taxpayer dollars and public funds	Very Satisfied	16.0%	45.8%		
	Somewhat Satisfied	29.8%			
	Somewhat Dissatisfied	9.6%			
	Very Dissatisfied	9.5%			
	DK/NA	35.0%			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	77.6%		
	Somewhat Satisfied	30.8%			
	Somewhat Dissatisfied	2.8%			
	Very Dissatisfied	2.6%			
	DK/NA	17.0%			
12F. Provide space for community events and meetings at the airport office	Very Satisfied	33.2%	72.3%		
	Somewhat Satisfied	39.0%			
	Somewhat Dissatisfied	3.1%			
	Very Dissatisfied	1.9%			
	DK/NA	22.7%			
12G. Provide a playground on airport grounds	Very Satisfied	28.9%	53.6%		
	Somewhat Satisfied	24.7%			
	Somewhat Dissatisfied	4.3%			
	Very Dissatisfied	4.4%			
	DK/NA	37.7%			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival			1.40		
12F. Provide space for community events and meetings at the airport office			1.28		
12A. Provide high quality community aviation facilities and services to meet local needs			1.16		
12G. Provide a playground on airport grounds			1.11		
12C. Provide residents with information on airport events, operations, and activities			1.06		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods			0.52		
12D. Manage taxpayer dollars and public funds			0.51		

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	58.7%			
	Other propeller planes	32.7%			
	Helicopters	19.4%			
	Glider tow planes	8.1%			
	Unsure of aircraft type	16.3%			
	DK/NA	1.9%			
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	22.6%			
	Afternoon, noon to 5 PM	26.7%			
	Evening, 5 PM to 11 PM	17.2%			
	Night, 11 PM to 6 AM 4	19.1%			
	DK/NA	14.4%			
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	20.3%			
	No	75.9%			
	DK/NA	3.8%			
16. The Truckee Tahoe Airport offers pilots incentives to follow the voluntary curfew that discourages flights from 10:30 PM to 6:30 AM. The airport also works with certain aircraft owners to retrofit their equipment with quiet technology. Before participating in this survey, were you aware of these efforts to minimize airport noise and other annoyances?	Yes	37.1%			
	No	57.9%			
	DK/NA	5.0%			
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	39.0%			
	Somewhat favorable	37.1%			
	Somewhat unfavorable	8.2%			
	Strongly unfavorable	7.6%			
	DK/NA	8.2%			
	- Total Favorable	76.0%			
	- Total Unfavorable	15.8%			
- Ratio Fav to Unfav	4.8				
18. Are you a licensed pilot?	Yes	3.5%			
	No	96.0%			
	DK/NA	0.5%			
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	11.5%			
	No	88.3%			
	DK/NA	0.2%			
20. Have you visited the airport for non-aviation reasons?	Yes	75.5%			
	No	24.3%			
	DK/NA	0.2%			

		Residents		Pilots	
		Column N %	Mean & Σ	Column N %	Mean & Σ
21. For what reasons did you visit the airport?	Food	47.8%			
	Business meeting/Community meeting/Meetings	21.6%			
	Airshow	19.5%			
	Pick-up or drop-off others	10.9%			
	Just to see it/curiosity	10.8%			
	Playground/Little league/Batting cages	6.8%			
	Community event	6.5%			
	Rental car	5.6%			
	Christmas/Santa event	3.8%			
	Airport 50th Anniversary events	2.5%			
	Parking	2.5%			
	Restroom	2.1%			
	Work there	2.0%			
	Took a flight	0.8%			
	Government offices	0.7%			
	Family event	0.4%			
	Directions	0.1%			
	Skydiving	0.1%			
	Other	10.5%			
Not sure/DK/NA	0.1%				

DEMOGRAPHICS

	Residents		Pilots		
	Column N %	Mean & \bar{y}	Column N %	Mean	
A. What is the zip code of your local residence?	95728	1.9%			
	96140	3.4%			
	96141	2.0%			
	96142	2.2%			
	96143	13.6%			
	96145	10.0%			
	96146	3.6%			
	96148	2.7%			
	96160	2.0%			
	96161	57.1%			
	96162	1.4%			
	Other	0.0%			
	DK/NA	0.0%			
	B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	0.7%		
		Donner Lake	8.1%		
		Downtown	7.4%		
		Gateway	2.2%		
Glenshire		21.9%			
Gray's Crossing		2.1%			
Martis Valley Estates		2.3%			
Northstar/Lahontan		2.0%			
Old Greenwood		0.7%			
Olympic Heights		4.2%			
Ponderosa/Sierra Meadows		13.0%			
Prosser		7.4%			
Tahoe Donner		18.1%			
Other		8.2%			
DK/NA		1.7%			
C. To begin, how many years have you lived at your local residence?		Less than 1 year	3.7%		
		1 to 3 years	12.5%		
	4 to 9 years	27.0%			
	10 to 15 years	17.5%			
	16 to 20 years	15.3%			
	21 to 25 years	9.1%			
	More than 25 years	14.4%			
DK/NA	0.6%				
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	29.2%	3.8%		
	Own	69.9%	96.2%		
	DK/NA	0.9%	0.0%		
E. Would you consider this residence your primary home, or is it a second home?	Primary home	99.1%	77.6%		
	Second home	0.9%	21.1%		
	DK/NA	0.0%	1.3%		
F. What is your age?	18 to 29	14.7%	1.3%		
	30 to 39	19.2%	5.1%		
	40 to 49	20.9%	11.4%		
	50 to 64	30.8%	44.3%		
	65 and over	13.2%	36.7%		
	DK/NA	1.2%	1.3%		

	Residents		Pilots	
	Column N %	Mean & \bar{y}	Column N %	Mean
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	0.3%	1.3%	
	American Indian or Alaska Native	0.3%	0.0%	
	Asian	1.5%	0.0%	
	Caucasian or White	75.3%	86.1%	
	Hispanic or Latino	18.3%	0.0%	
	Native Hawaiian or other Pacific Islander	0.1%	1.3%	
	Some other race	0.2%	0.0%	
	Two or more races	1.4%	5.1%	
	DK/NA	2.7%	6.3%	
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week		21.6%	
	Once a week		15.7%	
	Few times a month		45.1%	
	Once a month		11.8%	
	Few times a year or less		2.0%	
	DK/NA		3.9%	
I. What types of aircraft do you pilot?	Single engine piston		70.6%	
	Twin piston		9.8%	
	Turbo prop		19.6%	
	Small Jet of 12,500 to 25,000 lbs		3.9%	
	Medium Jet of 25,000 to 40,000 lbs		2.0%	
	Large Jet over 40,000 lbs		0.0%	
	Other		7.8%	
	DK/NA		2.0%	
J. Respondent's Gender	Male	53.9%	93.7%	
	Female	45.5%	5.1%	
	Other	0.6%	1.3%	



GODBE RESEARCH
Gain Insight



Appendix D: Questionnaire



TRUCKEE TAHOE AIRPORT DISTRICT

2017 Community and Pilot Survey

Questionnaire

n=500 Residents (19 to 20 minutes)

n=50 Pilots (16 to 17 minutes)

August 8, 2017

Final

www.godberesearch.com

Northern California and Corporate Offices
1575 Old Bayshore Highway, Suite 102
Burlingame, CA 94010

Nevada
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Pacific Northwest
601 108th Avenue NE, Suite 1900
Bellevue, WA 98004

Godbe Research
Truckee Tahoe Airport District 2016 Community and Pilot Survey

PROJECT RESEARCH OBJECTIVES & METHODOLOGY

Primary Goal

Gather input from stakeholders, including residents of the district and pilots, to help validate and refine the strategic vision of the airport and the district.

Objective 1

Measure the awareness of the airport in terms of location and operations.

Objective 2

Measure the community's perception of the airport in terms of positive or negative influence on the quality of life within the community.

Objective 3

Quantify the community's perception of airport annoyance and test solutions for abatement.

Objective 4

Assess the needs of the community and pilot population in terms of the airport district and what it can provide.

Objective 5

Segment the data by key demographic variables and by geography to uncover differences in subgroups.



Zip codes (Truckee Tahoe Airport District)

96140 (PO Boxes – Carnelian Bay) – 1,928 (6%, 22)

96141 (PO Boxes – Tahoe Pines) – 840 (2%, 10)

96142 (PO Boxes – Tahoe) – 1,282 (4%, 15)

96143 (PO Boxes – Kings Beach) – 4,802 (14%, 55)
96145 (PO Boxes – Tahoe City) – 3,997 (11%, 46)
96146 (Olympic Valley) – 926 (3%, 11)
96148 (PO Boxes – Tahoe Vista) – 669 (2%, 8)
96160 (PO Boxes – Truckee) – 2,885 (8%, 33+14)
96161 (Truckee) – 15,781 (45%, 180+77)
96162 (PO Boxes – Truckee) – 1,807 (5%, 21+9)
95728 (Soda Springs) – 76 (<.5%, 0-1)

Immediate vicinity of the airport:

Area 1 (Ponderosa/Sierra Meadows) – Ponderosa Drive and Pine Nut Drive (9)
Area 2 (Northstar/Lahontan) – Lodge Trail Drive and Stewart McKay (9)
Area 3 (Martis Valley Estates) – Estates Drive and Riverview Drive (10)
Area 4 (Downtown) – Bridge Street and E. Jibboom Street (9)
Area 5 (Donner Lake) – Donner Pass Road and Robin Lane (9)
Area 6 (Gateway) – Donner Pass Road and Vista Avenue (9)
Area 7 (Tahoe Donner) – Northwoods Blvd and Norse Avenue (9)
Area 8 (Alder) – Schussing Way and Telemark Place (9)
Area 9 (Prosser) – Heather Road and Lemon Ct (9)
Area 10 (Olympic Heights) – Highland Avenue and Floriston Court (9)
Area 11 (Glenshire) – Chelmsford Circle and Dorchester Way (9)

INTRODUCTION AND SCREENERS

[RESIDENT ONLINE INTRODUCTION]

Thank you for your interest in taking our survey to help understand issues in the Truckee - North Lake Tahoe Area. All of your answers to the survey will be kept strictly anonymous and confidential.

Survey Instructions:

Once you have answered all the questions on a page, click the “Next” button to continue. If you have any technical difficulties with the survey, please email: [Technical Assistance \(pwood@mcquire-research.com\)](mailto:Technical Assistance (pwood@mcquire-research.com)).

[RESIDENT PHONE INTRODUCTION]

Hello, May I speak with _____? Hello, my name is _____ and I’m calling on behalf of GRA, a public opinion research firm. We’re conducting a survey concerning some important issues in the Truckee - North Lake Tahoe Area, and we would like to hear your opinions, we really appreciate your time. [IF NEEDED]: This is a study about issues of importance in your area. It is a survey only and I am not selling anything.

[IF THE PERSON ASKS WHY YOU ONLY WANT TO TALK TO THE INDIVIDUAL LISTED ON THE SAMPLE, OR ASKS IF THEY ARE ABLE TO PARTICIPATE INSTEAD OF THE INDIVIDUAL, THEN SAY: “I’m sorry, but for statistical purposes this survey must only be completed by this particular individual.”] [IF THE INDIVIDUAL SAYS THEY ARE ON THE NATIONAL DO NOT CALL LIST, RESPOND WITH GUIDELINES FROM THE MARKETING RESEARCH ASSOCIATION. IF THE INDIVIDUAL SAYS: “There’s a law that says you can’t call me,” RESPOND WITH: “Most types of opinion research studies are exempt under the law that congress passed. That law was passed to regulate the activities of the telemarketing industry. This is a legitimate research call. Your opinions count!”].

Before we get started, I’d like to verify that you are eligible to complete the survey.

- i. But first, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others?
 - Yes, cell and can talk safely ----- 1
 - Yes, cell but cannot talk safely ----- 2 [CALL BACK LATER]
 - No, not on cell ----- 3
 - [DON’T READ] DK/NA/REFUSED -----99 [CALL BACK LATER]

[PILOT ONLINE INTRODUCTION]

Thank you for your interest in taking our survey to help understand issues in the Truckee - North Lake Tahoe Area. All of your answers to the survey will be kept strictly anonymous and confidential.

Survey Instructions:

Once you have answered all the questions on a page, click the "Next" button to continue. If you have any technical difficulties with the survey, please email: [Technical Assistance \(pwood@mcquiere-research.com\)](mailto:Technical Assistance (pwood@mcquiere-research.com)).

[PILOT PHONE INTRODUCTION]

Hello, may I speak to _____. My name is _____ and I'm calling on behalf of GRA, a public opinion research firm. We're conducting a survey on behalf of the Truckee Tahoe Airport District and we would like to get your opinions. The Airport District identified you as an airport user willing to participate in this study.

[IF NEEDED:] This survey should take just a few minutes of your time. I can assure you that I am not trying to sell you anything – this is a study about issues of importance in the Airport District and your opinions are extremely valuable.

[IF THE INDIVIDUAL SAYS THEY ARE ON THE NATIONAL DO NOT CALL LIST, RESPOND BASED ON THE GUIDELINES FROM THE MARKETING RESEARCH ASSOCIATION. FOR EXAMPLE, IF THE INDIVIDUAL SAYS: "There's a law that says you can't call me," RESPOND WITH:] Most types of opinion research studies are exempt under the law that Congress recently passed. That law was passed to regulate the activities of the telemarketing industry. This is a legitimate research call. Your opinions count!

[IF PILOT SAMPLE, SKIP TO Q3: OPINION OF THE AIRPORT]

[RESIDENT SAMPLE]

- ii. Before we get started, I'd like to verify that you are eligible to complete the survey. Are you, or any member of your household, associated with any County or City government board, committee, or commission?

Yes -----1 [CONTINUE TO Qii TEXT]
No -----2 [GO TO QA]
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99 [CONTINUE TO Qii TEXT]

- iii. Thank you for your time, but the focus of this survey is on the general public's opinion of local issues. Due to your response to this question, you are not eligible to complete the survey. Thank you again for your time and goodbye. [TERMINATE]

- A. What is the zip code of your local residence? [ONLINE: SHOW LIST. PHONE: DON'T READ CHOICES]

95728----- 1
96140----- 2
96141----- 3
96142----- 4
96143----- 5
96145----- 6
96146----- 7
96148----- 8
96160----- 9
96161-----10
96162-----11
Other -----98 [THANK & TERMINATE]
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99 [THANK & TERMINATE]

- B. [IF QA = 9,10, OR 11, 96160, 96161, OR 96162] Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Alder----- 1
Donner Lake----- 2
Downtown----- 3
Gateway----- 4
Glenshire----- 5
Gray's Crossing----- 6
Martis Valley Estates----- 7
Northstar/Lahontan----- 8
Old Greenwood----- 9
Olympic Heights-----10
Ponderosa/Sierra Meadows-----11
Prosser-----12
Tahoe Donner-----13

[DON'T READ] Other [SPECIFY]-----98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

C. To begin, how many years have you lived at your local residence? [ONLINE: SHOW LIST.
PHONE: DON'T READ CHOICES; IF BETWEEN CATEGORIES, CODE AS LOWER
CATEGORY]

Less than 1 year ----- 1
1 to 3 years ----- 2
4 to 9 years ----- 3
10 to 15 years ----- 4
16 to 20 years ----- 5
21 to 25 years ----- 6
More than 25 years ----- 7
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

COMMUNITY ISSUES

1. What do you feel is the biggest problem facing this community? [ONLINE: SHOW LIST.
PHONE: DON'T READ CHOICES]

Airport noise or airport annoyances----- 1
Cost of living ----- 2
Economy ----- 3
Education----- 4
Environmental issues----- 5
Fire prevention ----- 6
Flood control----- 7
Lack of affordable housing/high home prices----- 8
Medical and emergency services----- 9
Too much population growth or development ----- 10
Traffic congestion ----- 11
Other [SPECIFY] -----98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

GENERAL AIRPORT AWARENESS AND ISSUES

2. Next, gauge your awareness of local airports. Please name as many of the individual airports within 60 miles of your residence as you can. [ONLINE: DON'T SHOW LIST. PHONE: DON'T READ CHOICES; RECORD MULTIPLE RESPONSES]

[PHONE: IF RESPONDENT REPLIES "TAHOE AIRPORT" ASK FOR SPECIFIC NAME; IF CAN'T BE MORE SPECIFIC, CODE "TAHOE AIRPORT (GENERAL)"]

- Blue Canyon-Nyack Airport----- 1
- Carson City Airport----- 2
- South Lake Tahoe Airport----- 3
- Minden Tahoe Airport----- 4
- Nervino Airport----- 5
- Reno/Tahoe Airport----- 6
- Reno-Stead Airport----- 7
- Tahoe Airport (General, not specific)----- 8
- Truckee Tahoe Airport (incl. Truckee Airport, Tahoe-Truckee Airport, Airport in Truckee) ----- 9
- Other [SPECIFY]----- 98
- [ONLINE] Not sure / [PHONE DON'T READ] DK/NA-----99

Now focus specifically on one local airport; in this case, the Truckee Tahoe Airport located just outside the Truckee downtown area.

3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? [PHONE: GET ANSWER, THEN ASK:] Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?

- Strongly favorable----- 1 [GO TO Q5]
- Somewhat favorable----- 2 [GO TO Q5]
- Somewhat unfavorable----- 3 [CONTINUE]
- Strongly unfavorable----- 4 [CONTINUE]
- [ONLINE] Not sure / [PHONE [DON'T READ] No opinion/DK/NA-----99 [GO TO Q5]

4. [IF Q3 = 3 OR 4, UNFAVORABLE] Why do you have a [PIPE IN RESPONSE TO Q4] opinion of the airport? [ONLINE: DON'T SHOW LIST. PHONE: DON'T READ CHOICES ; RECORD MULTIPLE RESPONSES]

- Flight patterns not regulated/fly over homes----- 1
- Noise ----- 2
- Only a few people use it ----- 3
- Planes fly too low----- 4
- Planes make repeated passes over homes----- 5
- Too much air traffic/growth----- 6
- Other [SPECIFY] -----98
- [ONLINE] Not sure / [PHONE DON'T READ] DK/NA -----99

5. Moving on, here is a list of various services and capabilities of the Truckee Tahoe Airport. For each one how important is that item is to you.

[PHONE:] Here's the (first/next), is: _____ extremely important, very important, somewhat important, or not at all important to you?

[RANDOMIZE]

- | | Ext.
imp | Very
imp | Swt.
imp | Not at all
imp | [ONLINE]
Not Sure.
[PHONE:
DON'T
READ]
DK/NA |
|---|-------------|-------------|-------------|-------------------|---|
| A. Acquiring and maintaining land around the airport for preservation of open space ----- | 1 | 2 | 3 | 4 | 99 |
| B. Early forest fire warning ----- | 1 | 2 | 3 | 4 | 99 |
| C. Flight instruction and training----- | 1 | 2 | 3 | 4 | 99 |
| D. Transportation for patients in need of urgent healthcare - | 1 | 2 | 3 | 4 | 99 |
| E. Search and rescue services----- | 1 | 2 | 3 | 4 | 99 |
| F. Resident pilot use for recreation----- | 1 | 2 | 3 | 4 | 99 |
| G. Visitor use for access to the North Lake Tahoe region --- | 1 | 2 | 3 | 4 | 99 |

6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?

- Too much----- 1 [GO TO Q8]
- About the right amount----- 2 [GO TO Q8]
- Not enough----- 3 [CONTINUE]
- [ONLINE] Not sure / [PHONE DON'T READ] No opinion/DK/NA -----99 [GO TO Q8]

7. [IF Q6 = 3, NOT ENOUGH] What do you feel the airport could do differently? [ONLINE: DON'T SHOW. PHONE: DON'T READ CHOICES; RECORD MULTIPLE RESPONSES]

- Control number of aircraft/Reduce traffic or growth ----- 1
- Implement curfew/Regulate hours----- 2
- Noise or size restriction on aircraft----- 3
- Regulate flight patterns/Avoid residential areas----- 4
- Other [SPECIFY] ----- 98
- [ONLINE] Not sure / [PHONE DON'T READ] DK/NA ----- 99

AIRPORT ROLE IN THE COMMUNITY

8. Next, here is a list of statements concerning the Truckee Tahoe Airport and its role in the community. For each one, please indicate whether you agree or disagree with the statement.

[PHONE:] Here's the (first/next), do you agree or disagree that: _____? [GET ANSWER, THEN ASK:] Is that strongly (agree/disagree) or somewhat (agree/disagree)?

[RANDOMIZE ALL]

	Strongly <u>agree</u>	Swt. <u>agree</u>	Swt. <u>disagree</u>	Strongly <u>disagree</u>	[ONLINE] Not Sure. [PHONE: DON'T READ] DK/NA
A1. The airport is an important component of the area's economy -----	1	2	3	4	99
A2. The airport is damaging the small-town character of Truckee and the surrounding area-----	1	2	3	4	99
B1. The Airport District limits development by acquiring surrounding land and preserving it as open space-----	1	2	3	4	99
B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area -----	1	2	3	4	99
C1. The airport should reduce operations and scale back its programs and capabilities-----	1	2	3	4	99
C2. The airport should grow to address increasing demands from the community -----	1	2	3	4	99
D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground -----	1	2	3	4	99
D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots -----	1	2	3	4	99

9. Moving on, here are six statements regarding the airport, ranging from one end of the spectrum to the other. For each one, indicate whether you agree or disagree with the statement.

[PHONE:] Here's the (first/next): _____. Do you agree or disagree with this particular statement? [GET ANSWER, THEN ASK:] Is that strongly (agree/disagree) or somewhat (agree/disagree)?

[RANDOMIZE]

	Strongly <u>Agree</u>	Swt. <u>Agree</u>	Swt. <u>Disagree</u>	Strongly <u>Disagree</u>	[ONLINE] Not Sure. [PHONE: DON'T READ] DK/NA
A. The airport should reduce the number of flights into and out of the Airport-----	1	2	3	4	99
B. The airport should remain the way it is and not change-----	1	2	3	4	99
C. The airport should manage the growth of operations to be consistent with community needs-----	1	2	3	4	99
D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area -----	1	2	3	4	99

PILOT SATISFACTION

[IF PILOT SAMPLE, ASK Q10 AND Q11]

10. Next, here are a number of functions and activities provided by the Truckee Tahoe Airport. For each one, how satisfied are you with the job the airport is doing to provide the service?

[PHONE:] Would you say you are satisfied or dissatisfied with the airport's efforts to: _____? [GET ANSWER, THEN ASK:] Would that be very (satisfied/dissatisfied) or somewhat (satisfied/dissatisfied)?

[RANDOMIZE]

	Very Satisfied	Swt. Satisfied	Swt. Dissat.	Very Dissat.	[ONLINE] Not Sure. [PHONE: DON'T READ] DK/NA
A. Provide high quality community aviation facilities and services to meet local needs-----	1	2	3	4	99
B. Provide noise abatement procedures-----	1	2	3	4	99
C. Maintain runways-----	1	2	3	4	99
D. Maintain taxiways, parking ramps, and hangar ramps----	1	2	3	4	99
E. Provide and maintain hangar facilities-----	1	2	3	4	99
F. Provide and maintain fueling and other aircraft support services-----	1	2	3	4	99
G. Provide pilots with information on airport events, operations, and activities-----	1	2	3	4	99
H. Keep airport and hangar fees at affordable levels-----	1	2	3	4	99

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities? [ONLINE & PHONE: OPEN-ENDED; RECORD MULTIPLE RESPONSES]

[PILOT SAMPLE GO TO QD]

RESIDENT SATISFACTION

[IF RESIDENT SAMPLE, ASK Q12 TO Q21]

12. Next, here are a number of functions and activities provided by the Truckee Tahoe Airport. For each one, how satisfied are you with the job the airport is doing to provide the service?

[PHONE:] Would you say you are satisfied or dissatisfied with the airport's efforts to: _____? [GET ANSWER, THEN ASK:] Would that be very (satisfied/dissatisfied) or somewhat (satisfied/dissatisfied)?

[RANDOMIZE]

	Very Satisfied	Swt. Satisfied	Swt. Dissat.	Very Dissat.	[ONLINE] Not Sure. [PHONE: DON'T READ] DK/NA
A. Provide high quality community aviation facilities and services to meet local needs-----	1	2	3	4	99
B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods-----	1	2	3	4	99
C. Provide residents with information on airport events, operations, and activities-----	1	2	3	4	99
D. Manage taxpayer dollars and public funds-----	1	2	3	4	99
E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival-----	1	2	3	4	99
F. Provide space for community events and meetings at the airport office-----	1	2	3	4	99
G. Provide a playground on airport grounds-----	1	2	3	4	99

13. [IF Q12B = 3 OR 4, DISSATISFIED] Which of the following types of aircraft are MOST responsible for your dissatisfaction with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods? [ONLINE: SHOW LIST. PHONE: IF HESITATES READ LIST. RECORD MULTIPLE RESPONSES]

Jet planes-----	1
Glider tow planes-----	2
Other propeller planes-----	3
Helicopters-----	4
[DON'T READ] Unsure of aircraft type-----	5
[ONLINE] Not sure / [PHONE DON'T READ] DK/NA-----	99

14. [IF Q12B = 3 OR 4, DISSATISFIED] During what time of day are you *MOST* dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods? [PROMPT FOR TIME WHEN AIRPORT NOISE AND OTHER ANNOYANCES ARE MOST DISTURBING]

Morning, 6 AM to noon----- 1
Afternoon, noon to 5 PM ----- 2
Evening, 5 PM to 11 PM----- 3
Night, 11 PM to 6 AM----- 4
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City.

Before taking this survey, were you aware that the airport helped purchase and protect this facility?

Yes----- 1
No----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

16. The Truckee Tahoe Airport offers pilots incentives to follow the voluntary curfew that discourages flights from 10:30 PM to 6:30 AM. The airport also works with certain aircraft owners to retrofit their equipment with quiet technology.

Before participating in this survey, were you aware of these efforts to minimize airport noise and other annoyances?

Yes----- 1
No----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? [PHONE: GET ANSWER, THEN ASK:] Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?

Strongly favorable----- 1
Somewhat favorable----- 2
Somewhat unfavorable----- 3
Strongly unfavorable----- 4
[ONLINE] Not sure /
[PHONE DON'T READ] No opinion/DK/NA -----99

18. Are you a licensed pilot?

Yes----- 1
No----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

19. Have you flown out of the Truckee Tahoe Airport within the past year?

Yes----- 1
No----- 2
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

20. Have you visited the airport for non-aviation reasons?

Yes----- 1 [CONTINUE]
No----- 2 [GO TO QD]
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99 [GO TO QD]

21. [IF Q20 = 1, YES] For what reasons did you visit the airport? [ONLINE: DON'T SHOW LIST. PHONE DON'T READ CHOICES. RECORD MULTIPLE RESPONSES]

Airport 50th Anniversary events ----- 1
Airshow ----- 2
Business meeting ----- 3
Directions----- 4
Food ----- 5
Just to see it/curiosity----- 6
Parking----- 7
Pick-up or drop-off others ----- 8
Rental car ----- 9
Restroom ----- 10
Work there ----- 11
Other [SPECIFY] -----98
[ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

DEMOGRAPHICS

There are just a few more questions that will only be used for statistical comparisons.

D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?

- Rent----- 1 [GO TO QF]
- Own----- 2 [CONTINUE]
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99 [GO TO QD]

E. [IF QD = 2, OWN] Would you consider this residence your primary home, or is it a second home?

- Primary home ----- 1
- Second home----- 2
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

F. What is your age?

- 18 to 29 ----- 1
- 30 to 39 ----- 2
- 40 to 49 ----- 3
- 50 to 64 ----- 4
- 65 and over ----- 5
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

G. What ethnic group do you consider yourself a part of or feel closest to? [ONLINE: SHOW LIST. PHONE: IF RESPONDENT HESITATES, READ CHOICES]

- African-American or Black----- 1
- American Indian or Alaska Native ----- 2
- Asian ----- 3
- Caucasian or White ----- 4
- Hispanic or Latino ----- 5
- Native Hawaiian or other Pacific Islander----- 6
- Some other race----- 7
- Two or more races ----- 8
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

[IF PILOT SAMPLE, ASK QH TO QI]

H. On average, how often do you operate flights out of the Truckee Tahoe Airport?

- More than once a week ----- 1
- Once a week----- 2
- Few times a month----- 3
- Once a month ----- 4
- Few times a year or less----- 5
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

I. What types of aircraft do you pilot? [ONLINE: SHOW LIST. PHONE: READ CHOICES; RECORD MULTIPLE RESPONSES]

- Single engine piston ----- 1
- Twin piston ----- 2
- Turbo prop ----- 3
- Small Jet of 12,500 to 25,000 pounds----- 4
- Medium Jet of 25,000 to 40,000 pounds----- 5
- Large Jet over 40,000 pounds----- 6
- [DON'T READ] Other [SPECIFY]-----98
- [ONLINE] Not sure /
[PHONE DON'T READ] DK/NA -----99

These are all the questions I have for you. Thank you very much for participating!

J. [REQUIRED FOR ALL RESPONDENTS; RECORD BY VOICE] Gender:

Male ----- 1
Female ----- 2
[ONLINE:] Other ----- 3

K. Date of interview: _____

Attach Voter and Pilot data from the respective samples.



GODBE RESEARCH
Gain Insight



Appendix E: Crosstabulation Tables

	Total	
	Total	Total
Total	527	527
95728	10 1.9%	10 1.9%
96140	18 3.4%	18 3.4%
96141	11 2.0%	11 2.0%
96142	12 2.2%	12 2.2%
96143	72 13.6%	72 13.6%
96145	53 10.0%	53 10.0%
96146	19 3.6%	19 3.6%
96148	14 2.7%	14 2.7%
96160	11 2.0%	11 2.0%
96161	301 57.1%	301 57.1%
96162	7 1.4%	7 1.4%

A. What is the zip code of your local residence?

Comparisons of Column Proportions^{a,b}

	Total Total (A)
95728	.
96140	.
96141	.
96142	.
96143	.
96145	.
96146	.
96148	.
96160	.
96161	.
96162	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	527	284	240	3
95728	10 1.9%	5 1.9%	5 2.0%	0 .0%
96140	18 3.4%	8 2.9%	9 3.9%	0 .0%
96141	11 2.0%	10 3.4%	1 .4%	0 .0%
96142	12 2.2%	2 .5%	10 4.2%	0 .0%
96143	72 13.6%	35 12.5%	36 15.2%	0 .0%
96145	53 10.0%	33 11.7%	18 7.7%	1 34.9%
96146	19 3.6%	10 3.6%	9 3.7%	0 .0%
96148	14 2.7%	5 1.6%	10 4.0%	0 .0%
96160	11 2.0%	0 .0%	11 4.5%	0 .0%
96161	301 57.1%	176 61.8%	123 51.5%	2 65.1%
96162	7 1.4%	0 .0%	7 3.0%	0 .0%

A. What is the zip code of your local residence?

Comparisons of Column Proportions^{b,c}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
95728			a
96140			a
96141	B		a
96142		A	a
96143			a
96145			a
96146			a
96148			a
96160		A	a
96161			a
96162		A	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age						Not coded
		18-29	30-39	40-49	50-64	65+		
Total	527	77	101	110	162	70	7	
95728	10	0	4	1	3	2	0	
	1.9%	.0%	4.2%	1.1%	1.8%	2.4%	.0%	
96140	18	4	3	5	3	2	1	
	3.4%	4.8%	3.5%	4.4%	2.0%	2.8%	9.0%	
96141	11	4	6	0	1	0	0	
	2.0%	4.5%	6.0%	.0%	.6%	.2%	.0%	
96142	12	0	0	0	9	0	3	
	2.2%	.0%	.0%	.0%	5.3%	.0%	47.7%	
96143	72	5	11	15	26	15	0	
	13.6%	6.6%	11.2%	13.2%	15.9%	21.6%	.0%	
96145	53	4	9	10	27	4	0	
	10.0%	4.9%	8.5%	8.8%	16.7%	5.1%	.0%	
96146	19	10	1	2	2	5	0	
	3.6%	12.5%	.6%	2.0%	1.1%	7.0%	.0%	
96148	14	0	7	1	5	1	0	
	2.7%	.0%	7.3%	.9%	2.9%	1.6%	.0%	
96160	11	2	0	5	0	4	0	
	2.0%	2.5%	.0%	4.4%	.0%	5.7%	.0%	
96161	301	43	59	72	87	37	3	
	57.1%	55.0%	58.7%	65.2%	53.7%	53.6%	43.3%	
96162	7	7	0	0	0	0	0	
	1.4%	9.2%	.0%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
95728	a					a
96140						
96141			a			a
96142			a		a	D
96143						a
96145						a
96146	B D					a
96148						
96160		a			D	
96161						
96162	B C D					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date									
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	
Total	527	19	60	14	21	33	21	31	6	19	
95728	10	0	1	0	0	0	0	1	0	0	
	1.9%	.0%	1.0%	.0%	.0%	.0%	.0%	3.0%	.0%	.0%	
96140	18	0	0	0	0	0	1	1	0	0	
	3.4%	2.3%	.4%	3.2%	2.1%	.0%	5.0%	2.4%	.0%	.0%	
96141	11	0	0	0	0	0	0	0	0	4	
	2.0%	.0%	.1%	.0%	.0%	1.0%	.0%	.0%	.0%	18.3%	
96142	12	0	0	0	0	3	0	0	0	0	
	2.2%	.0%	.0%	.0%	.0%	10.5%	.0%	.0%	.0%	.0%	
96143	72	0	2	0	1	4	0	7	0	9	
	13.6%	.0%	3.8%	.0%	6.9%	13.5%	.0%	23.9%	.0%	45.8%	
96145	53	1	13	1	0	1	0	2	0	0	
	10.0%	4.3%	22.1%	5.7%	.0%	3.6%	.5%	6.3%	.0%	.0%	
96146	19	0	4	0	3	0	0	0	0	1	
	3.6%	.0%	6.4%	.0%	16.2%	.3%	.0%	.0%	.0%	5.0%	
96148	14	1	0	0	1	0	0	6	0	1	
	2.7%	4.6%	.1%	.0%	3.2%	.0%	.0%	20.0%	.0%	3.5%	
96160	11	0	0	0	0	0	0	0	0	0	
	2.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
96161	301	17	40	12	15	24	13	14	6	5	
	57.1%	88.8%	66.1%	91.2%	71.6%	71.1%	60.5%	44.5%	100.0%	27.5%	
96162	7	0	0	0	0	0	7	0	0	0	
	1.4%	.0%	.0%	.0%	.0%	.0%	34.0%	.0%	.0%	.0%	

	Total	Date									
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	
Total	5	9	26	49	43	19	42	13	4		
95728	0	1	2	0	0	0	3	0	0		
	.0%	13.1%	9.2%	.0%	1.0%	.0%	6.5%	.0%	.0%		
96140	1	0	0	5	0	1	3	1	4		
	15.5%	4.6%	.0%	9.2%	.0%	3.9%	7.4%	8.7%	90.1%		
96141	0	0	0	6	0	0	0	0	0		
	.0%	3.7%	.1%	12.4%	.0%	.0%	.0%	.0%	.0%		
96142	0	0	0	2	0	3	0	0	0		
	.0%	.0%	.0%	3.1%	.0%	18.5%	.0%	.0%	.0%		
96143	0	2	2	4	10	2	5	4	0		
	.0%	23.0%	8.2%	8.3%	24.0%	8.7%	11.7%	31.4%	.0%		
96145	0	0	0	8	4	2	5	3	0		
	.0%	.0%	1.6%	17.3%	9.6%	8.1%	12.8%	23.2%	2.5%		
96146	0	0	3	1	1	0	5	0	0		
	.0%	.0%	11.7%	1.2%	1.7%	.0%	12.5%	.0%	.0%		
96148	0	1	0	1	1	0	0	0	0		
	.0%	9.4%	1.4%	2.3%	2.0%	.9%	.0%	.0%	.0%		
96160	0	0	0	0	5	4	2	0	0		
	.0%	.0%	.0%	.0%	11.1%	21.0%	4.6%	.0%	.0%		
96161	4	4	18	23	22	7	19	5	0		
	84.4%	46.2%	67.7%	46.2%	50.6%	38.8%	44.4%	36.6%	7.4%		
96162	0	0	0	0	0	0	0	0	0		
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%		

	Date			
	June 14	June 15	June 16	June 17
Total	9	3	5	76
95728	0	0	0	2
	.0%	.0%	.0%	2.3%
96140	0	0	0	0
	.0%	.0%	.0%	.0%
96141	0	0	0	0
	.0%	.0%	7.5%	.0%
96142	0	0	0	3
	.0%	.0%	.0%	4.1%
96143	0	2	0	16
	.0%	88.3%	.0%	21.0%
96145	1	0	3	8
	11.3%	11.7%	57.1%	10.0%
96146	1	0	0	0
	8.1%	.0%	.0%	.6%
96148	0	0	0	2
	.0%	.0%	7.8%	2.5%
96160	0	0	0	0
	.0%	.0%	.0%	.0%
96161	7	0	1	45
	80.7%	.0%	27.6%	59.4%
96162	0	0	0	0
	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Date								
	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
95728	a		a	a	a	a		a	a
96140	a		a	a	a	a		a	a
96141	a	a	a	a	a	a	a	a	B V
96142	a	a	a	a	a	a	a	a	a
96143	a		a	a	a	a	a	a	B M
96145	a		a	a	a	a	a	a	a
96146	a		a	a	a	a	a	a	a
96148	a		a	a	a	a	B	a	a
96160	a		a	a	a	a	a	a	a
96161	l		a	a	a	a	a	a	a
96162	a		a	a	a	B G M N ...	a	a	a

Comparisons of Column Proportions^{b,c}

	Date								
	June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
95728	a		a	a	a	a	a	a	a
96140	a		a	a	a	a	a	a	A B C D F G M
96141	a	a	a	a	a	a	a	a	O P
96142	a	a	a	a	a	a	a	a	a
96143	a	a	a	a	a	a	a	a	a
96145	a	a	a	a	a	a	a	a	a
96146	a	a	a	a	a	a	a	a	a
96148	a	a	a	a	a	a	a	a	a
96160	a	a	a	a	a	B M	a	a	a
96161	a	a	a	a	a	a	a	a	a
96162	a	a	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

	Date			
	June 14	June 15	June 16	June 17
	(S)	(T)	(U)	(V)
95728	a	a	a	a
96140	a	a	a	a
96141	a	a	a	a
96142	a	a	a	a
96143	a	B D L M	a	a
96145	a	a	E F L	a
96146	a	a	a	a
96148	a	a	a	a
96160	a	a	a	a
96161	a	a	a	a
96162	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
Total	527	10	18	11	12	72	53	19	14
95728	10	10	0	0	0	0	0	0	0
	1.9%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
96140	18	0	18	0	0	0	0	0	0
	3.4%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%
96141	11	0	0	11	0	0	0	0	0
	2.0%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%
96142	12	0	0	0	12	0	0	0	0
	2.2%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%
96143	72	0	0	0	0	72	0	0	0
	13.6%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%
96145	53	0	0	0	0	0	53	0	0
	10.0%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%
96146	19	0	0	0	0	0	0	19	0
	3.6%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%
96148	14	0	0	0	0	0	0	0	14
	2.7%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%
96160	11	0	0	0	0	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
96161	301	0	0	0	0	0	0	0	0
	57.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
96162	7	0	0	0	0	0	0	0	0
	1.4%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

	Zip Code		
	96160	96161	96162
Total	11	301	7
95728	0	0	0
	.0%	.0%	.0%
96140	0	0	0
	.0%	.0%	.0%
96141	0	0	0
	.0%	.0%	.0%
96142	0	0	0
	.0%	.0%	.0%
96143	0	0	0
	.0%	.0%	.0%
96145	0	0	0
	.0%	.0%	.0%
96146	0	0	0
	.0%	.0%	.0%
96148	0	0	0
	.0%	.0%	.0%
96160	11	0	0
	100.0%	.0%	.0%
96161	0	301	0
	.0%	100.0%	.0%
96162	0	0	7
	.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

	Zip Code	Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
A. What is the zip code of your local residence?	95728	a	a	a	a	a	a	a	a	a	a	a
	96140	a	a	a	a	a	a	a	a	a	a	a
	96141	a	a	a	a	a	a	a	a	a	a	a
	96142	a	a	a	a	a	a	a	a	a	a	a
	96143	a	a	a	a	a	a	a	a	a	a	a
	96145	a	a	a	a	a	a	a	a	a	a	a
	96146	a	a	a	a	a	a	a	a	a	a	a
	96148	a	a	a	a	a	a	a	a	a	a	a
	96160	a	a	a	a	a	a	a	a	a	a	a
	96161	a	a	a	a	a	a	a	a	a	a	a
	96162	a	a	a	a	a	a	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
Total	319	2	26	24	7	70	7
96160	11	0	2	5	0	4	0
	3.4%	.0%	7.6%	20.3%	.0%	5.7%	.0%
96161	301	2	24	12	7	66	7
	94.4%	100.0%	92.4%	49.3%	100.0%	94.3%	100.0%
96162	7	0	0	7	0	0	0
	2.2%	.0%	.0%	30.4%	.0%	.0%	.0%

	Total	Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
Total	7	6	2	13	42	24
96160	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
96161	7	6	2	13	42	24
	100.0%	99.9%	100.0%	100.0%	100.0%	100.0%
96162	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%

	Total	Neighborhood		
		Tahoe Donner	Other	DK/NA
Total	58	26	5	5
96160	0	0	0	0
	.0%	.0%	.0%	.0%
96161	58	26	5	5
	100.0%	100.0%	100.0%	100.0%
96162	0	0	0	0
	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Neighborhood					
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
	(A)	(B)	(C)	(D)	(E)	(F)
A. What is the zip code of your local residence?	96160 96161 96162	C	M	a a a	C	a

Comparisons of Column Proportions^{b,c}

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
	(G)	(H)	(I)	(J)	(K)	(L)
A. What is the zip code of your local residence?	96160 96161 96162		a a a	a a a	C	C a a

Comparisons of Column Proportions^{b,c}

	Neighborhood		
	Tahoe Donner	Other	DK/NA
	(M)	(N)	(O)
A. What is the zip code of your local residence?	96160 96161 96162	a a a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Length of Residence					
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	
A. What is the zip code of your local residence?	Total	527	19	66	142	92	81
	95728	10 1.9%	0 .0%	0 .0%	3 1.9%	4 4.2%	1 1.2%
	96140	18 3.4%	0 .0%	4 5.5%	6 4.3%	1 1.4%	2 3.1%
	96141	11 2.0%	0 .0%	0 .0%	6 4.3%	0 .4%	4 4.8%
	96142	12 2.2%	0 .0%	0 .0%	0 .0%	3 3.8%	3 4.3%
	96143	72 13.6%	0 .0%	0 .0%	14 9.5%	14 15.3%	11 13.3%
	96145	53 10.0%	4 22.6%	4 5.6%	22 15.3%	6 6.7%	4 4.6%
	96146	19 3.6%	0 .0%	8 11.5%	3 2.4%	1 1.0%	0 .1%
	96148	14 2.7%	0 .0%	0 .3%	7 5.2%	3 3.1%	2 1.9%
	96160	11 2.0%	0 .0%	2 3.0%	5 3.4%	0 .0%	4 4.9%
	96161	301 57.1%	15 77.4%	49 74.1%	76 53.8%	59 64.0%	50 61.7%
	96162	7 1.4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

	Total	Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
A. What is the zip code of your local residence?	Total	48	76	3
	95728	1 1.9%	2 2.2%	0 .0%
	96140	2 3.5%	3 3.4%	0 .0%
	96141	0 .8%	0 .1%	0 .0%
	96142	0 .0%	2 2.0%	3 100.0%
	96143	12 24.6%	22 28.6%	0 .0%
	96145	3 5.4%	10 13.8%	0 .0%
	96146	1 2.9%	6 7.6%	0 .0%
	96148	1 2.2%	1 1.4%	0 .0%
	96160	0 .0%	0 .0%	0 .0%
	96161	21 43.8%	31 41.0%	0 .0%
	96162	7 14.9%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Length of Residence				
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
	(A)	(B)	(C)	(D)	(E)
95728	a	a			
96140	a				
96141	a	a			
96142	a	a	a		
96143	a	a			
96145					
96146	a	E			
96148	a				
96160					
96161	a	F G			
96162					

Comparisons of Column Proportions^{b,c}

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
	(F)	(G)	(H)
95728			a
96140			a
96141			a
96142	a		a
96143		C	a
96145			a
96146			a
96148			a
96160			a
96161			a
96162	B C D E G		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
A. What is the zip code of your local residence?	Total	527	154	369	4
	95728	10	3	7	0
		1.9%	1.8%	2.0%	.0%
	96140	18	6	12	0
		3.4%	3.9%	3.2%	.0%
	96141	11	6	5	0
		2.0%	3.9%	1.3%	.0%
	96142	12	0	12	0
		2.2%	.0%	3.2%	.0%
	96143	72	28	42	3
		13.6%	18.0%	11.3%	55.8%
	96145	53	15	38	0
		10.0%	9.6%	10.3%	.0%
	96146	19	10	9	0
	3.6%	6.6%	2.4%	.0%	
96148	14	1	13	0	
	2.7%	.8%	3.5%	3.6%	
96160	11	7	4	0	
	2.0%	4.4%	1.1%	.0%	
96161	301	71	228	2	
	57.1%	46.2%	61.9%	40.6%	
96162	7	7	0	0	
	1.4%	4.6%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
A. What is the zip code of your local residence?	95728			a
	96140			a
	96141			a
	96142	a		a
	96143			B
	96145			a
	96146	B		a
	96148			a
	96160	B		a
	96161		A	a
96162	B		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
Total	369	365	3
95728	7 2.0%	7 1.8%	1 19.4%
96140	12 3.2%	12 3.2%	0 .0%
96141	5 1.3%	5 1.3%	0 .0%
96142	12 3.2%	12 3.2%	0 .0%
96143	42 11.3%	42 11.4%	0 .0%
96145	38 10.3%	38 10.4%	0 .0%
96146	9 2.4%	9 2.4%	0 7.1%
96148	13 3.5%	13 3.5%	0 .0%
96160	4 1.1%	4 1.1%	0 .0%
96161	228 61.9%	226 61.8%	2 73.5%
96162	0 .0%	0 .0%	0 .0%

A. What is the zip code of your local residence?

Comparisons of Column Proportions^{b,c}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
95728		A
96140		a
96141		a
96142		a
96143		a
96145		a
96146		.
96148		a
96160		.
96161		a
96162		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
Total	527	2	2	8	397	96
95728	10 1.9%	0 .0%	0 .0%	0 .0%	10 2.6%	0 .0%
96140	18 3.4%	0 .0%	0 .0%	0 .0%	18 4.5%	0 .0%
96141	11 2.0%	0 .0%	0 .0%	0 .0%	5 1.2%	6 6.3%
96142	12 2.2%	2 100.0%	0 .0%	0 .0%	10 2.6%	0 .0%
96143	72 13.6%	0 .0%	0 .0%	2 30.3%	50 12.6%	15 15.1%
96145	53 10.0%	0 .0%	0 .0%	1 11.7%	36 9.1%	12 12.2%
96146	19 3.6%	0 .0%	0 .0%	0 .0%	11 2.9%	5 5.1%
96148	14 2.7%	0 .0%	0 .0%	0 .0%	8 2.0%	6 6.4%
96160	11 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	9 9.1%
96161	301 57.1%	0 .0%	2 100.0%	5 58.0%	249 62.7%	37 38.3%
96162	7 1.4%	0 .0%	0 .0%	0 .0%	0 .0%	7 7.4%

A. What is the zip code of your local residence?

	Total	Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
Total	1	1	7	14	
95728	0 .0%	0 .0%	0 .0%	0 .0%	
96140	0 .0%	0 .0%	0 .0%	0 .0%	
96141	0 .0%	0 .0%	0 .0%	0 .0%	
96142	0 .0%	0 .0%	0 .0%	0 .0%	
96143	0 .0%	0 .0%	2 25.0%	3 21.6%	
96145	0 .0%	0 .2%	1 13.8%	3 20.4%	
96146	0 .0%	0 .0%	0 .0%	3 20.7%	
96148	0 .0%	0 .0%	0 .7%	0 .0%	
96160	0 .0%	0 .0%	0 .0%	2 13.8%	
96161	1 100.0%	1 99.8%	4 60.5%	3 23.5%	
96162	0 .0%	0 .0%	0 .0%	0 .0%	

A. What is the zip code of your local residence?

Comparisons of Column Proportions ^{c,d}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
A. What is the zip code of your local residence?	95728 a,b	a,b	b		b	a,b
	96140 a,b	a,b	b		b	a,b
	96141 a,b	a,b			D	a,b
	96142 a,b	a,b	b		b	a,b
	96143 a,b	a,b				a,b
	96145 a,b	a,b				a,b
	96146 a,b	a,b	b			a,b
	96148 a,b	a,b	b			a,b
	96160 a,b	a,b			D	a,b
	96161 a,b	a,b		E I		a,b
	96162 a,b	a,b	b		D	a,b

Comparisons of Column Proportions ^{c,d}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
A. What is the zip code of your local residence?	95728 a,b	b	b
	96140 a,b	b	b
	96141 a,b	b	
	96142 a,b	b	b
	96143 a,b		
	96145 a		
	96146 a,b		D
	96148 a,b		b
	96160 a,b		D
	96161 a		
	96162 a,b		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
A. What is the zip code of your local residence?	Total 287	279	9
	96160 11	11	0
	3.7%	3.8%	.0%
	96161 270	261	9
	93.8%	93.6%	100.0%
	96162 7	7	0
	2.5%	2.6%	.0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
A. What is the zip code of your local residence?	96160		
	96161		a
	96162		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
A. What is the zip code of your local residence?	Total	287	2	26	24	7	70	7
	96160	11	0	2	5	0	4	0
	3.7%	.0%	7.6%	20.3%	.0%	5.7%	.0%	
	96161	270	2	24	12	7	66	7
	93.8%	100.0%	92.4%	49.3%	100.0%	94.3%	100.0%	
	96162	7	0	0	7	0	0	0
	2.5%	.0%	.0%	30.4%	.0%	.0%	.0%	

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
A. What is the zip code of your local residence?	Total	6	13	42	24	58	9
	96160	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	96161	6	13	42	24	58	9
	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	96162	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
A. What is the zip code of your local residence?	96160	a		K	a		
	96161		C		a	C	
	96162			B E I	a		a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(G)	(H)	(I)	(J)	(K)	(L)
A. What is the zip code of your local residence?	96160 96161 96162		a a a	C C C	C C C	C C C	a a a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	Total	527	18	276	133	100
A. What is the zip code of your local residence?	95728	10 1.9%	0 .0%	4 1.4%	1 1.1%	5 4.9%
	96140	18 3.4%	0 .0%	8 2.8%	5 4.1%	4 4.5%
	96141	11 2.0%	0 .0%	4 1.4%	6 4.6%	1 .8%
	96142	12 2.2%	0 .0%	10 3.7%	2 1.1%	0 .0%
	96143	72 13.6%	0 .0%	35 12.6%	17 12.4%	20 20.5%
	96145	53 10.0%	1 7.3%	19 6.8%	6 4.2%	27 27.0%
	96146	19 3.6%	0 .5%	14 5.2%	2 1.4%	3 2.9%
	96148	14 2.7%	0 .0%	11 4.0%	3 2.2%	0 .2%
	96160	11 2.0%	0 .0%	9 3.2%	0 .0%	2 2.0%
	96161	301 57.1%	17 92.2%	155 56.3%	92 68.8%	37 37.3%
	96162	7 1.4%	0 .0%	7 2.6%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
A. What is the zip code of your local residence?	95728 96140 96141 96142 96143 96145 96146 96148 96160 96161 96162				a a a a a B C a a a B D a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	Total	527	66	99	163	123	77
A. What is the zip code of your local residence?	95728	10 1.9%	1 2.0%	1 1.5%	1 .8%	5 4.0%	1 1.5%
	96140	18 3.4%	3 4.9%	2 1.7%	2 1.3%	3 2.8%	7 9.5%
	96141	11 2.0%	0 .5%	6 6.2%	4 2.2%	0 .1%	1 .9%
	96142	12 2.2%	0 .0%	2 1.5%	0 .0%	10 8.2%	0 .0%
	96143	72 13.6%	2 3.7%	17 17.0%	23 13.9%	12 9.7%	18 23.6%
	96145	53 10.0%	2 3.8%	3 3.2%	20 12.4%	15 11.9%	12 16.0%
	96146	19 3.6%	0 .7%	1 1.5%	14 8.4%	1 .6%	3 3.7%
	96148	14 2.7%	2 2.4%	4 4.5%	8 4.8%	0 .3%	0 .1%
	96160	11 2.0%	5 7.3%	0 .0%	2 1.2%	4 3.2%	0 .0%
	96161	301 57.1%	49 74.8%	62 62.9%	82 50.7%	73 59.3%	35 44.7%
	96162	7 1.4%	0 .0%	0 .0%	7 4.4%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
95728					C
96140					C
96141					a
96142	a		a	B	a
96143					A
96145			D		B
96146					
96148					
96160					
96161	C E				a
96162					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
A. What is the zip code of your local residence?	Total	527	82	172	132	88	53
		10	0	4	4	2	0
	95728	1.9%	.0%	2.5%	3.2%	1.9%	.0%
		18	1	6	3	3	4
	96140	3.4%	1.4%	3.3%	2.5%	3.8%	7.9%
		11	1	4	0	6	0
	96141	2.0%	.9%	2.1%	.3%	6.9%	.0%
		12	5	0	3	3	0
	96142	2.2%	6.1%	.0%	2.6%	3.6%	.0%
		72	20	25	20	2	5
	96143	13.6%	24.7%	14.3%	14.8%	2.4%	9.9%
		53	12	15	8	9	8
	96145	10.0%	14.4%	8.9%	6.3%	10.3%	15.5%
		19	0	9	2	4	3
	96146	3.6%	.5%	5.3%	1.7%	4.8%	5.8%
		14	2	8	2	1	1
96148	2.7%	2.5%	4.6%	1.7%	1.0%	1.9%	
	11	0	5	0	4	2	
96160	2.0%	.0%	2.8%	.0%	4.5%	3.7%	
	301	33	96	88	54	29	
96161	57.1%	40.7%	56.1%	66.8%	60.9%	55.3%	
	7	7	0	0	0	0	
96162	1.4%	8.7%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
95728	a				a
96140					a
96141				C	a
96142		a			a
96143	D	D	D		a
96145					
96146					
96148					
96160	a				
96161			A		
96162	B C D				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
A. What is the zip code of your local residence?	Total	527	232	221	33	10	32
		10	6	3	0	0	1
	95728	1.9%	2.5%	1.3%	.0%	.0%	4.7%
		18	5	10	3	0	0
	96140	3.4%	2.1%	4.4%	9.9%	.0%	.0%
		11	4	6	0	0	0
	96141	2.0%	1.7%	2.9%	.0%	.0%	1.1%
		12	12	0	0	0	0
	96142	2.2%	5.0%	.0%	.0%	.0%	.0%
		72	36	24	2	0	9
	96143	13.6%	15.6%	11.1%	6.6%	.0%	28.5%
		53	27	20	1	2	3
	96145	10.0%	11.7%	8.9%	3.3%	19.7%	9.3%
		19	13	3	0	0	3
	96146	3.6%	5.6%	1.5%	.3%	.0%	9.0%
		14	3	9	2	1	0
96148	2.7%	1.1%	4.1%	5.8%	7.0%	.2%	
	11	9	2	0	0	0	
96160	2.0%	3.8%	.9%	.0%	.0%	.0%	
	301	111	143	24	7	15	
96161	57.1%	47.9%	65.0%	74.1%	73.2%	47.2%	
	7	7	0	0	0	0	
96162	1.4%	3.1%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
A. What is the zip code of your local residence?	95728		a	a	a
	96140		A	a	a
	96141		a	a	a
	96142	a	a	a	a
	96143		a	a	B
	96145			a	
	96146			a	a
	96148			a	
	96160		A		a
	96161	A	A		a
	96162				a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
A. What is the zip code of your local residence?	Total	527	61	465	1
	95728	10	1	9	0
		1.9%	1.5%	2.0%	.0%
	96140	18	2	16	0
		3.4%	3.5%	3.3%	.0%
	96141	11	0	11	0
		2.0%	.0%	2.3%	.0%
	96142	12	8	3	0
		2.2%	13.4%	.8%	.0%
	96143	72	5	67	0
		13.6%	7.5%	14.5%	.0%
	96145	53	10	43	0
		10.0%	16.7%	9.1%	.0%
	96146	19	1	18	0
	3.6%	1.3%	3.9%	.0%	
96148	14	2	12	0	
	2.7%	3.3%	2.6%	.0%	
96160	11	0	11	0	
	2.0%	.0%	2.3%	.0%	
96161	301	32	268	1	
	57.1%	52.6%	57.6%	100.0%	
96162	7	0	7	0	
	1.4%	.0%	1.5%	.0%	

Comparisons of Column Proportions ^{c,d}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
A. What is the zip code of your local residence?	95728		a,b
	96140		a,b
	96141	b	a,b
	96142	B	a,b
	96143		a,b
	96145		a,b
	96146		a,b
	96148		a,b
	96160		a,b
	96161		a,b
	96162		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
A. What is the zip code of your local residence?	Total	527	398	128	1
	95728	10	5	5	0
		1.9%	1.2%	4.2%	.0%
	96140	18	11	7	0
		3.4%	2.8%	5.1%	.0%
	96141	11	1	10	0
		2.0%	.2%	7.9%	.0%
	96142	12	5	7	0
		2.2%	1.2%	5.5%	.0%
	96143	72	39	33	0
		13.6%	9.7%	26.0%	.0%
	96145	53	34	18	0
		10.0%	8.7%	14.3%	.0%
	96146	19	14	5	0
	3.6%	3.5%	4.0%	.0%	
96148	14	11	3	0	
	2.7%	2.8%	2.4%	.0%	
96160	11	11	0	0	
	2.0%	2.7%	.0%	.0%	
96161	301	261	39	1	
	57.1%	65.5%	30.7%	100.0%	
96162	7	7	0	0	
	1.4%	1.8%	.0%	.0%	

Comparisons of Column Proportions^{c, d}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
95728		A	a, b
96140			a, b
96141		A	a, b
96142		A	a, b
96143		A	a, b
96145			a, b
96146			a, b
96148			a, b
96160			a, b
96161	B		a, b
96162			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	First Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable		
Total	527	160	188	60	30	89	
95728	10	2	5	0	0	2	
	1.9%	1.4%	2.9%	.0%	.0%	2.7%	
96140	18	3	5	7	2	1	
	3.4%	2.1%	2.7%	11.5%	5.6%	.8%	
96141	11	0	4	6	0	0	
	2.0%	.3%	2.1%	10.1%	.0%	.4%	
96142	12	3	8	0	0	0	
	2.2%	2.2%	4.3%	.0%	.0%	.0%	
96143	72	16	34	0	7	15	
	13.6%	9.8%	18.2%	.0%	24.8%	16.3%	
96145	53	19	16	2	0	15	
	10.0%	11.6%	8.7%	4.0%	.3%	17.1%	
96146	19	1	15	0	3	0	
	3.6%	.6%	7.8%	.1%	9.5%	.5%	
96148	14	9	2	0	2	1	
	2.7%	5.7%	1.1%	.0%	5.2%	1.6%	
96160	11	0	4	0	0	7	
	2.0%	.0%	2.1%	.0%	.0%	7.6%	
96161	301	106	94	45	16	40	
	57.1%	66.3%	50.1%	74.2%	54.5%	44.9%	
96162	7	0	0	0	0	7	
	1.4%	.0%	.0%	.0%	.0%	8.0%	

Comparisons of Column Proportions^{b, c}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
95728			a	a	
96140			A E	a	
96141			A B E	a	a
96142			a	a	
96143			a		
96145				A	
96146		A		A	
96148			a		
96160			B E		A
96161	B E				
96162	a				B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Second Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable		
Total	527	205	195	43	40	43	
95728	10	2	6	1	0	0	
	1.9%	1.2%	3.2%	3.4%	.0%	.0%	
96140	18	2	6	5	2	2	
	3.4%	1.1%	3.2%	12.5%	5.6%	3.7%	
96141	11	4	0	0	6	0	
	2.0%	2.1%	.2%	.0%	15.1%	.1%	
96142	12	3	7	2	0	0	
	2.2%	1.7%	3.4%	3.5%	.0%	.0%	
96143	72	18	32	0	13	10	
	13.6%	8.5%	16.2%	.0%	31.1%	23.7%	
96145	53	21	21	3	0	7	
	10.0%	10.4%	10.8%	6.9%	.8%	16.1%	
96146	19	10	6	0	0	3	
	3.6%	4.7%	3.1%	.0%	.2%	7.6%	
96148	14	9	3	1	1	1	
	2.7%	4.2%	1.4%	2.0%	1.7%	3.0%	
96160	11	9	2	0	0	0	
	2.0%	4.3%	1.0%	.0%	.0%	.0%	
96161	301	120	113	31	18	20	
	57.1%	58.2%	57.6%	71.6%	45.5%	45.7%	
96162	7	7	0	0	0	0	
	1.4%	3.5%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N
		(A)	(B)	(C)	(D)	(E)
A. What is the zip code of your local residence?	95728					
	96140			A ^a		
	96141				A B	
	96142				a	a
	96143				A	A
	96145					
	96146					
	96148					
	96160					
	96161					a
	96162					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
A. What is the zip code of your local residence?	Total	527	78	19	322	65	17
	95728	10	1	1	8	0	0
		1.9%	1.2%	7.9%	2.4%	.0%	.0%
	96140	18	1	0	8	8	1
		3.4%	1.2%	.0%	2.3%	11.9%	4.5%
	96141	11	0	0	4	6	0
		2.0%	.5%	.0%	1.3%	9.4%	.0%
	96142	12	0	2	10	0	0
		2.2%	.0%	8.1%	3.1%	.0%	.0%
	96143	72	8	5	41	7	1
		13.6%	10.1%	27.2%	12.8%	11.5%	8.7%
	96145	53	8	2	34	2	7
		10.0%	10.4%	8.9%	10.7%	2.5%	39.9%
	96146	19	0	0	16	0	0
		3.6%	.0%	.0%	4.9%	.1%	2.6%
	96148	14	0	0	11	2	1
	2.7%	.2%	.0%	3.5%	2.4%	7.7%	
96160	11	7	0	4	0	0	
	2.0%	8.6%	.0%	1.2%	.0%	.0%	
96161	301	46	9	186	40	6	
	57.1%	58.6%	47.9%	57.8%	62.2%	36.6%	
96162	7	7	0	0	0	0	
	1.4%	9.1%	.0%	.0%	.0%	.0%	

		Shift	
		Total	Switch to DK/NA
A. What is the zip code of your local residence?	95728	26	0
		.0%	.0%
	96140	1	3.3%
		0	.1%
	96141	0	0
		.0%	.0%
	96142	9	33.2%
		0	1.2%
	96143	3	10.8%
		0	.0%
	96145	0	.0%
	14	51.5%	
96161	0	.0%	
	0	.0%	

Comparisons of Column Proportions^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
A. What is the zip code of your local residence?	95728					
	96140		a		C	a
	96141		a		C	a
	96142				a	a
	96143					
	96145		a			A C D F
	96146		a			
	96148					
	96160	C				
	96161					
	96162	C D	a			a

Comparisons of Column Proportions^{b,c}

		Shift
		Switch to DK/NA
		(F)
A. What is the zip code of your local residence?	95728	a
	96140	.
	96141	.
	96142	a
	96143	.
	96145	.
	96146	A
	96148	a
	96160	.
	96161	.
96162	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	319	319
Alder	2 .7%	2 .7%
Donner Lake	26 8.1%	26 8.1%
Downtown	24 7.4%	24 7.4%
Gateway	7 2.2%	7 2.2%
Glenshire	70 21.9%	70 21.9%
Gray's Crossing	7 2.1%	7 2.1%
Martis Valley Estates	7 2.3%	7 2.3%
Northstar/Lahontan	6 2.0%	6 2.0%
Old Greenwood	2 .7%	2 .7%
Olympic Heights	13 4.2%	13 4.2%
Ponderosa/Sierra Meadows	42 13.0%	42 13.0%
Prosser	24 7.4%	24 7.4%
Tahoe Donner	58 18.1%	58 18.1%
Other	26 8.2%	26 8.2%
DK/NA	5 1.7%	5 1.7%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.
	Donner Lake	.
	Downtown	.
	Gateway	.
	Glenshire	.
	Gray's Crossing	.
	Martis Valley Estates	.
	Northstar/Lahontan	.
	Old Greenwood	.
	Olympic Heights	.
	Ponderosa/Sierra Meadows	.
	Prosser	.
	Tahoe Donner	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	319	176	141	2
Alder	2 .7%	0 .2%	2 1.2%	0 .0%
Donner Lake	26 8.1%	14 8.1%	12 8.2%	0 .0%
Downtown	24 7.4%	8 4.6%	15 10.9%	0 .0%
Gateway	7 2.2%	2 1.1%	5 3.6%	0 .0%
Glenshire	70 21.9%	33 19.1%	36 25.2%	1 41.3%
Gray's Crossing	7 2.1%	1 .8%	5 3.7%	0 .0%
Martis Valley Estates	7 2.3%	0 .2%	7 4.9%	0 .0%
Northstar/Lahontan	6 2.0%	5 2.7%	2 1.2%	0 .0%
Old Greenwood	2 .7%	1 .5%	1 1.0%	0 .0%
Olympic Heights	13 4.2%	9 5.1%	5 3.3%	0 .0%
Ponderosa/Sierra Meadows	42 13.0%	31 17.5%	11 7.6%	0 .0%
Prosser	24 7.4%	10 5.7%	14 9.6%	0 .0%
Tahoe Donner	58 18.1%	40 22.6%	18 12.8%	0 .0%
Other	26 8.2%	17 9.6%	8 5.7%	1 58.7%
DK/NA	5 1.7%	4 2.2%	1 1.0%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{c,d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder			a,,b
	Donner Lake			a,,b
	Downtown		A	a,,b
	Gateway			a,,b
	Glenshire			a
	Gray's Crossing			a,,b
	Martis Valley Estates		A	a,,b
	Northstar/Lahontan			a,,b
	Old Greenwood			a,,b
	Olympic Heights			a
	Ponderosa/Sierra Meadows	B		a,,b
	Prosser			a,,b
	Tahoe Donner	B		a
Other			a,,b	
DK/NA			a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
Total	319	52	59	76	87	41	3
Alder	2	0	0	0	1	1	0
	.7%	.0%	.0%	.0%	1.7%	1.5%	.0%
Donner Lake	26	6	2	5	9	4	0
	8.1%	10.9%	3.6%	6.1%	10.4%	10.1%	.0%
Downtown	24	7	3	12	1	1	0
	7.4%	13.8%	5.3%	15.5%	.8%	1.5%	.0%
Gateway	7	4	0	0	3	0	0
	2.2%	7.2%	.0%	.0%	3.8%	.0%	.0%
Glenshire	70	0	15	22	23	8	1
	21.9%	.0%	25.2%	29.1%	26.8%	19.7%	46.0%
Gray's Crossing	7	0	0	4	2	0	0
	2.1%	.0%	.0%	5.4%	1.9%	1.0%	13.0%
Martis Valley Estates	7	0	6	0	1	0	0
	2.3%	.0%	10.5%	.0%	.8%	1.0%	.0%
Northstar/Lahontan	6	0	2	0	0	4	1
	2.0%	.0%	4.0%	.0%	.0%	8.6%	20.1%
Old Greenwood	2	0	0	0	2	0	0
	.7%	.0%	.0%	.0%	2.7%	.0%	.0%
Olympic Heights	13	0	6	3	4	0	0
	4.2%	.0%	9.9%	4.3%	4.5%	1.0%	.0%
Ponderosa/Sierra Meadows	42	12	10	11	7	1	0
	13.0%	22.6%	17.3%	13.9%	8.1%	3.5%	13.0%
Prosser	24	4	1	7	10	2	0
	7.4%	7.2%	2.2%	8.6%	11.4%	4.6%	8.0%
Tahoe Donner	58	16	11	7	15	9	0
	18.1%	30.8%	18.1%	9.2%	17.4%	21.3%	.0%
Other	26	0	2	6	8	10	0
	8.2%	.0%	4.0%	7.9%	8.7%	24.6%	.0%
DK/NA	5	4	0	0	1	1	0
	1.7%	7.5%	.0%	.0%	.8%	1.5%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
Alder	a		a			a
Donner Lake						a
Downtown	D		D			a
Gateway		a	a		a	a
Glenshire	a					
Gray's Crossing	a	a				
Martis Valley Estates	a	D	a			a
Northstar/Lahontan	a					C D
Old Greenwood	a	a	a		a	a
Olympic Heights	a					a
Ponderosa/Sierra Meadows						
Prosser						
Tahoe Donner	C					a
Other	a				B	a
DK/NA		a	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 26	May 27	May 28	May 29	May 30	May 31
Total	319	17	40	12	15	24	20
Alder	2	0	0	0	0	1	0
	.7%	.0%	.5%	.0%	.0%	3.1%	.0%
Donner Lake	26	0	0	1	1	2	3
	8.1%	.0%	.0%	9.6%	6.2%	7.5%	14.8%
Downtown	24	0	0	0	0	1	7
	7.4%	.0%	.0%	.0%	.0%	3.1%	36.0%
Gateway	7	0	0	0	0	0	0
	2.2%	.0%	.0%	.0%	.0%	.0%	.0%
Glenshire	70	5	6	8	4	6	0
	21.9%	28.1%	15.1%	64.5%	25.1%	26.7%	1.9%
Gray's Crossing	7	0	0	0	2	0	0
	2.1%	.0%	.0%	.0%	13.7%	1.8%	.0%
Martis Valley Estates	7	0	0	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%	.0%	.0%
Northstar/Lahontan	6	1	2	0	0	1	0
	2.0%	8.9%	5.9%	.0%	.0%	4.4%	1.1%
Old Greenwood	2	0	0	0	0	0	0
	.7%	.0%	.0%	.0%	.0%	.0%	.0%
Olympic Heights	13	1	2	0	1	0	1
	4.2%	5.7%	5.5%	.0%	6.9%	.0%	3.7%
Ponderosa/Sierra Meadows	42	3	6	0	3	1	2
	13.0%	15.2%	14.5%	1.7%	22.3%	5.2%	11.2%
Prosser	24	1	6	1	1	4	0
	7.4%	7.3%	14.0%	9.2%	10.0%	15.3%	.0%
Tahoe Donner	58	3	13	1	2	4	0
	18.1%	20.1%	33.5%	9.2%	13.1%	14.9%	.0%
Other	26	2	4	1	0	4	6
	8.2%	14.7%	11.0%	5.8%	2.8%	14.9%	31.5%
DK/NA	5	0	0	0	0	1	0
	1.7%	.0%	.0%	.0%	.0%	3.1%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Date						
	June 1	June 2	June 3	June 4	June 5	June 7	June 8
Total	14	6	5	4	4	18	23
Alder	0 .0%	0 .0%	0 7.8%	0 .0%	0 .0%	0 .0%	0 .0%
Donner Lake	1 5.3%	1 19.7%	0 7.8%	0 .0%	0 .0%	1 5.8%	0 .0%
Downtown	0 .0%	0 6.6%	0 .0%	1 26.7%	0 .0%	6 36.0%	0 .0%
Gateway	0 .0%	1 14.9%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Glenshire	3 22.4%	2 32.2%	2 39.1%	1 19.4%	1 26.4%	4 25.0%	2 10.0%
Gray's Crossing	1 7.5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 1.6%
Martis Valley Estates	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	7 32.5%
Northstar/Lahontan	1 4.1%	0 .0%	0 7.8%	0 .0%	0 .0%	0 .0%	0 .0%
Old Greenwood	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 5.2%	0 .0%
Olympic Heights	2 11.1%	0 .0%	1 17.6%	0 .0%	0 .0%	1 4.1%	0 .0%
Ponderosa/Sierra Meadows	2 17.2%	0 .0%	0 .0%	0 .0%	0 .0%	1 6.9%	1 5.4%
Prosser	1 5.3%	1 11.7%	0 4.0%	1 23.2%	1 21.5%	2 10.5%	1 4.4%
Tahoe Donner	1 9.7%	1 14.9%	0 4.0%	1 30.7%	2 52.2%	1 6.4%	9 39.7%
Other	2 17.3%	0 .0%	1 11.8%	0 .0%	0 .0%	0 .0%	1 5.4%
DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .9%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Date					
	June 9	June 10	June 11	June 12	June 13	June 14
Total	27	11	21	5	0	7
Alder	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Donner Lake	0 .0%	0 .0%	10 45.9%	0 .0%	0 .0%	0 .0%
Downtown	5 18.0%	0 .0%	1 3.4%	0 .0%	0 .0%	0 .0%
Gateway	0 .0%	0 .0%	1 4.5%	0 .0%	0 .0%	0 .0%
Glenshire	6 23.6%	5 46.5%	2 10.5%	1 31.6%	0 .0%	1 14.8%
Gray's Crossing	0 .0%	0 .0%	1 4.5%	0 .0%	0 .0%	0 .0%
Martis Valley Estates	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Northstar/Lahontan	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Old Greenwood	0 .0%	1 6.4%	0 .0%	0 .0%	0 .0%	1 9.9%
Olympic Heights	1 3.9%	0 .0%	0 2.0%	0 .0%	0 99.7%	0 .0%
Ponderosa/Sierra Meadows	5 19.3%	4 32.3%	0 .0%	2 48.1%	0 .0%	6 75.3%
Prosser	1 4.6%	1 12.9%	0 .0%	0 .0%	0 .3%	0 .0%
Tahoe Donner	6 24.0%	0 1.9%	5 24.0%	1 20.2%	0 .0%	0 .0%
Other	1 5.1%	0 .0%	1 5.2%	0 .0%	0 .0%	0 .0%
DK/NA	0 1.6%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Date	
	June 16	June 17
Total	1	45
Alder	0 .0%	1 1.6%
Donner Lake	0 .0%	6 13.3%
Downtown	0 .0%	2 5.0%
Gateway	0 .0%	5 11.5%
Glenshire	0 .0%	9 19.3%
Gray's Crossing	0 .0%	2 3.9%
Martis Valley Estates	0 .0%	0 .0%
Northstar/Lahontan	0 .0%	0 .9%
Old Greenwood	0 .0%	0 .0%
Olympic Heights	1 100.0%	2 5.3%
Ponderosa/Sierra Meadows	0 .0%	5 10.8%
Prosser	0 .0%	1 3.3%
Tahoe Donner	0 .0%	6 12.8%
Other	0 .0%	2 3.7%
DK/NA	0 .0%	4 8.7%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{c,d}

	Date						
	May 26 (A)	May 27 (B)	May 28 (C)	May 29 (D)	May 30 (E)	May 31 (F)	June 1 (G)
Alder
Donner Lake	.	a	.	.	.	.	.
Downtown	.	a	.	.	.	U	a
Gateway	.	a	.	a	a	.	.
Glenshire	.	.	F	.	.	.	.
Gray's Crossing	a	a	a	.	.	a	.
Martis Valley Estates	.	a	.	a	a	.	.
Northstar/Lahontan	.	.	.	a	.	.	.
Old Greenwood	a	a	.	a	a	a	a
Olympic Heights	.	.	a	.	a	.	.
Ponderosa/Sierra Meadows
Prosser
Tahoe Donner
Other
DK/NA

Comparisons of Column Proportions^{c,d}

		Date						
		June 2 (H)	June 3 (I)	June 4 (J)	June 5 (K)	June 7 (L)	June 8 (M)	June 9 (N)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.	.	a	a	a	a	a
	Donner Lake	.	.	.	.	.	.	a
	Downtown	.	a	.	a	.	.	.
	Gateway	.	a	a	a	a	a	a
	Glenshire	.	.	.	.	.	.	.
	Gray's Crossing	a	a	a	a	a	.	a
	Martis Valley Estates	.	a	a	a	a	P	a
	Northstar/Lahontan	.	.	a	a	a	.	a
	Old Greenwood	.	a	a	a	a	.	a
	Olympic Heights	.	.	a	a	a	a	.
	Ponderosa/Sierra Meadows	.	a	a	a	a	.	.
	Prosser	.	.	.	.	.	.	.
	Tahoe Donner	.	.	.	.	.	.	.
	Other	a	.	a	a	a	.	.
DK/NA	.	a	.	a	.	.	.	

Comparisons of Column Proportions^{c,d}

		Date					
		June 10 (O)	June 11 (P)	June 12 (Q)	June 13 (R)	June 14 (S)	June 16 (T)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a	a	a	a,b	a	a,b
	Donner Lake	.	.	a	a,b	a	a,b
	Downtown	.	.	a	a,b	a	a,b
	Gateway	.	.	a	a,b	a	a,b
	Glenshire	.	.	.	a,b	.	a,b
	Gray's Crossing	a	.	a	a,b	a	a,b
	Martis Valley Estates	.	.	a	a,b	a	a,b
	Northstar/Lahontan	.	a	a	a,b	a	a,b
	Old Greenwood	.	.	a	a,b	.	a,b
	Olympic Heights	a	.	a	.	a	a,b
	Ponderosa/Sierra Meadows	.	a	.	a,b	B E L M U	a,b
	Prosser	.	.	.	.	.	.
	Tahoe Donner	.	.	.	a,b	a	a,b
	Other	a	.	a	a,b	a	a,b
DK/NA	.	a	a	a,b	a	a,b	

Comparisons of Column Proportions^{c,d}

		Date
		June 17
		(U)
<p>B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?</p>	Alder	.
	Donner Lake	.
	Downtown	.
	Gateway	.
	Glenshire	.
	Gray's Crossing	a
	Martis Valley Estates	.
	Northstar/Lahontan	.
	Old Greenwood	a
	Olympic Heights	.
	Ponderosa/Sierra Meadows	.
	Prosser	.
	Tahoe Donner	.
	Other	.
DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Zip Code			
	Total	96160	96161	96162
Total	319	11	301	7
Alder	2	0	2	0
	.7%	.0%	.7%	.0%
Donner Lake	26	2	24	0
	8.1%	18.2%	7.9%	.0%
Downtown	24	5	12	7
	7.4%	44.7%	3.9%	99.9%
Gateway	7	0	7	0
	2.2%	.0%	2.3%	.0%
Glenshire	70	4	66	0
	21.9%	37.1%	21.9%	.0%
Gray's Crossing	7	0	7	0
	2.1%	.0%	2.2%	.0%
Martis Valley Estates	7	0	7	0
	2.3%	.0%	2.5%	.0%
Northstar/Lahontan	6	0	6	0
	2.0%	.0%	2.2%	.0%
Old Greenwood	2	0	2	0
	.7%	.0%	.8%	.0%
Olympic Heights	13	0	13	0
	4.2%	.0%	4.5%	.0%
Ponderosa/Sierra Meadows	42	0	42	0
	13.0%	.0%	13.8%	.0%
Prosser	24	0	24	0
	7.4%	.0%	7.8%	.0%
Tahoe Donner	58	0	58	0
	18.1%	.0%	19.2%	.0%
Other	26	0	26	0
	8.2%	.0%	8.7%	.0%
DK/NA	5	0	5	0
	1.7%	.0%	1.7%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

		Zip Code		
		96160	96161	96162
		(A)	(B)	(C)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a		
	Donner Lake			
	Downtown	B		A B
	Gateway	a		a
	Glenshire	.		.
	Gray's Crossing	.		a
	Martis Valley Estates	.		a
	Northstar/Lahontan	.		a
	Old Greenwood	a		a
	Olympic Heights	a		a
	Ponderosa/Sierra Meadows	a		a
	Prosser	.		a
	Tahoe Donner	.		a
	Other	a		a
DK/NA	.		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Neighborhood				
		Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	319	2	26	24	7	70
Alder	2	2	0	0	0	0
	.7%	100.0%	.0%	.0%	.0%	.0%
Donner Lake	26	0	26	0	0	0
	8.1%	.0%	100.0%	.0%	.0%	.0%
Downtown	24	0	0	24	0	0
	7.4%	.0%	.0%	100.0%	.0%	.0%
Gateway	7	0	0	0	7	0
	2.2%	.0%	.0%	.0%	100.0%	.0%
Glenshire	70	0	0	0	0	70
	21.9%	.0%	.0%	.0%	.0%	100.0%
Gray's Crossing	7	0	0	0	0	0
	2.1%	.0%	.0%	.0%	.0%	.0%
Martis Valley Estates	7	0	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%	.0%
Northstar/Lahontan	6	0	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	.0%
Old Greenwood	2	0	0	0	0	0
	.7%	.0%	.0%	.0%	.0%	.0%
Olympic Heights	13	0	0	0	0	0
	4.2%	.0%	.0%	.0%	.0%	.0%
Ponderosa/Sierra Meadows	42	0	0	0	0	0
	13.0%	.0%	.0%	.0%	.0%	.0%
Prosser	24	0	0	0	0	0
	7.4%	.0%	.0%	.0%	.0%	.0%
Tahoe Donner	58	0	0	0	0	0
	18.1%	.0%	.0%	.0%	.0%	.0%
Other	26	0	0	0	0	0
	8.2%	.0%	.0%	.0%	.0%	.0%
DK/NA	5	0	0	0	0	0
	1.7%	.0%	.0%	.0%	.0%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
Total	7	7	6	2
Alder	0	0	0	0
Donner Lake	0	0	0	0
Downtown	0	0	0	0
Gateway	0	0	0	0
Glenshire	0	0	0	0
Gray's Crossing	7 100.0%	0 .0%	0 .0%	0 .0%
Martis Valley Estates	0 .0%	7 100.0%	0 .0%	0 .0%
Northstar/Lahontan	0 .0%	0 .0%	6 100.0%	0 .0%
Old Greenwood	0 .0%	0 .0%	0 .0%	2 100.0%
Olympic Heights	0	0	0	0
Ponderosa/Sierra Meadows	0	0	0	0
Prosser	0	0	0	0
Tahoe Donner	0	0	0	0
Other	0	0	0	0
DK/NA	0	0	0	0

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Neighborhood				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
Total	13	42	24	58	26
Alder	0	0	0	0	0
Donner Lake	0	0	0	0	0
Downtown	0	0	0	0	0
Gateway	0	0	0	0	0
Glenshire	0	0	0	0	0
Gray's Crossing	0	0	0	0	0
Martis Valley Estates	0	0	0	0	0
Northstar/Lahontan	0	0	0	0	0
Old Greenwood	0	0	0	0	0
Olympic Heights	13 100.0%	0 .0%	0 .0%	0 .0%	0 .0%
Ponderosa/Sierra Meadows	0	42 100.0%	0	0	0
Prosser	0	0	24 100.0%	0	0
Tahoe Donner	0	0	0	58 100.0%	0
Other	0	0	0	0	26 100.0%
DK/NA	0	0	0	0	0

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Neighborhood
	DK/NA
Total	5
Alder	0 .0%
Donner Lake	0 .0%
Downtown	0 .0%
Gateway	0 .0%
Glenshire	0 .0%
Gray's Crossing	0 .0%
Martis Valley Estates	0 .0%
Northstar/Lahontan	0 .0%
Old Greenwood	0 .0%
Olympic Heights	0 .0%
Ponderosa/Sierra Meadows	0 .0%
Prosser	0 .0%
Tahoe Donner	0 .0%
Other	0 .0%
DK/NA	5 100.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Neighborhood				
	Alder	Donner Lake	Downtown	Gateway	Glenshire
	(A)	(B)	(C)	(D)	(E)
Alder	.a	.a	.a	.a	.a
Donner Lake	.a	.a	.a	.a	.a
Downtown	.a	.a	.a	.a	.a
Gateway	.a	.a	.a	.a	.a
Glenshire	.a	.a	.a	.a	.a
Gray's Crossing	.a	.a	.a	.a	.a
Martis Valley Estates	.a	.a	.a	.a	.a
Northstar/Lahontan	.a	.a	.a	.a	.a
Old Greenwood	.a	.a	.a	.a	.a
Olympic Heights	.a	.a	.a	.a	.a
Ponderosa/Sierra Meadows	.a	.a	.a	.a	.a
Prosser	.a	.a	.a	.a	.a
Tahoe Donner	.a	.a	.a	.a	.a
Other	.a	.a	.a	.a	.a
DK/NA	.a	.a	.a	.a	.a

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
		(F)	(G)	(H)	(I)
Alder	.a	.a	.a	.a	
Donner Lake	.a	.a	.a	.a	
Downtown	.a	.a	.a	.a	
Gateway	.a	.a	.a	.a	
Glenshire	.a	.a	.a	.a	
Gray's Crossing	.a	.a	.a	.a	
Martis Valley Estates	.a	.a	.a	.a	
Northstar/Lahontan	.a	.a	.a	.a	
Old Greenwood	.a	.a	.a	.a	
Olympic Heights	.a	.a	.a	.a	
Ponderosa/Sierra Meadows	.a	.a	.a	.a	
Prosser	.a	.a	.a	.a	
Tahoe Donner	.a	.a	.a	.a	
Other	.a	.a	.a	.a	
DK/NA	.a	.a	.a	.a	

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
Alder	.a	.a	.a	.a	.a	
Donner Lake	.a	.a	.a	.a	.a	
Downtown	.a	.a	.a	.a	.a	
Gateway	.a	.a	.a	.a	.a	
Glenshire	.a	.a	.a	.a	.a	
Gray's Crossing	.a	.a	.a	.a	.a	
Martis Valley Estates	.a	.a	.a	.a	.a	
Northstar/Lahontan	.a	.a	.a	.a	.a	
Old Greenwood	.a	.a	.a	.a	.a	
Olympic Heights	.a	.a	.a	.a	.a	
Ponderosa/Sierra Meadows	.a	.a	.a	.a	.a	
Prosser	.a	.a	.a	.a	.a	
Tahoe Donner	.a	.a	.a	.a	.a	
Other	.a	.a	.a	.a	.a	
DK/NA	.a	.a	.a	.a	.a	

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.
	Donner Lake	.
	Downtown	.
	Gateway	.
	Glenshire	.
	Gray's Crossing	.
	Martis Valley Estates	.
	Northstar/Lahontan	.
	Old Greenwood	.
	Olympic Heights	.
	Ponderosa/Sierra Meadows	.
	Prosser	.
	Tahoe Donner	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	319	15	51	81	59
	Alder	2 .7%	1 4.8%	0 .0%	0 .3%	0 .0%
	Donner Lake	26 8.1%	1 8.0%	14 27.8%	2 2.3%	3 5.9%
	Downtown	24 7.4%	0 .0%	1 1.5%	15 18.7%	0 .0%
	Gateway	7 2.2%	1 4.8%	0 .0%	0 .0%	0 .0%
	Glenshire	70 21.9%	1 4.2%	7 14.2%	18 22.0%	10 17.1%
	Gray's Crossing	7 2.1%	2 13.0%	2 4.9%	2 2.6%	0 .0%
	Martis Valley Estates	7 2.3%	0 .0%	0 .0%	0 .0%	6 10.6%
	Northstar/Lahontan	6 2.0%	0 .0%	2 3.8%	2 3.1%	1 2.5%
	Old Greenwood	2 .7%	0 .0%	1 2.9%	0 .0%	0 .0%
	Olympic Heights	13 4.2%	0 .0%	0 .0%	5 5.6%	4 7.2%
	Ponderosa/Sierra Meadows	42 13.0%	2 13.0%	7 13.0%	13 16.2%	8 14.1%
	Prosser	24 7.4%	4 24.5%	1 1.8%	5 5.8%	8 13.2%
	Tahoe Donner	58 18.1%	2 10.9%	14 26.9%	11 13.8%	11 19.1%
	Other	26 8.2%	3 16.7%	1 2.8%	4 4.7%	6 10.0%
	DK/NA	5 1.7%	0 .0%	0 .4%	4 5.1%	0 .4%

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	54	28	31
	Alder	0	0	1
	Donner Lake	.0%	.0%	3.7%
	Downtown	0	3	2
	Gateway	.8%	10.7%	5.7%
	Glenshire	0	7	0
	Gray's Crossing	.0%	25.4%	1.3%
	Martis Valley Estates	6	0	0
	Northstar/Lahontan	11.7%	.0%	.0%
	Old Greenwood	22	6	6
	Olympic Heights	41.6%	22.0%	18.4%
	Ponderosa/Sierra Meadows	0	0	0
	Prosser	.0%	.0%	.0%
	Tahoe Donner	0	0	1
	Other	.0%	.0%	3.7%
	DK/NA	0	0	0
		1	0	0
		1.7%	.0%	.0%
		3	0	2
		5.4%	.0%	5.6%
	8	2	2	
	15.1%	5.5%	6.1%	
	4	2	1	
	6.6%	5.6%	4.4%	
	8	5	7	
	14.4%	17.6%	23.4%	
	1	4	8	
	1.9%	13.2%	24.7%	
	0	0	1	
	.0%	.0%	2.3%	

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.	.	.	.
	Donner Lake	.	.	.	.
	Downtown	.	.	.	.
	Gateway	.	.	.	.
	Glenshire	.	.	.	.
	Gray's Crossing	.	.	.	.
	Martis Valley Estates	.	.	.	.
	Northstar/Lahontan	.	.	.	.
	Old Greenwood	.	.	.	.
	Olympic Heights	.	.	.	.
	Ponderosa/Sierra Meadows	.	.	.	.
	Prosser	.	.	.	.
	Tahoe Donner	.	.	.	.
	Other	.	.	.	.
	DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
		(E)	(F)	(G)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.	.	.
	Donner Lake	.	.	.
	Downtown	.	.	.
	Gateway	.	.	.
	Glenshire	.	.	.
	Gray's Crossing	.	.	.
	Martis Valley Estates	.	.	.
	Northstar/Lahontan	.	.	.
	Old Greenwood	.	.	.
	Olympic Heights	.	.	.
	Ponderosa/Sierra Meadows	.	.	.
	Prosser	.	.	.
	Tahoe Donner	.	.	.
	Other	.	.	.
	DK/NA	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
Total	319	85	232	2
Alder	2	0	1	1
	.7%	.0%	.6%	39.9%
Donner Lake	26	11	15	0
	8.1%	13.1%	6.3%	.0%
Downtown	24	14	10	0
	7.4%	16.5%	4.1%	.0%
Gateway	7	4	3	0
	2.2%	5.2%	1.1%	.0%
Glenshire	70	12	58	0
	21.9%	13.8%	24.9%	20.3%
Gray's Crossing	7	0	7	0
	2.1%	.0%	2.8%	.0%
Martis Valley Estates	7	6	1	0
	2.3%	7.3%	.5%	.0%
Northstar/Lahontan	6	2	4	0
	2.0%	2.8%	1.8%	.0%
Old Greenwood	2	0	2	0
	.7%	.0%	1.0%	.0%
Olympic Heights	13	2	11	0
	4.2%	2.7%	4.8%	.0%
Ponderosa/Sierra Meadows	42	9	33	0
	13.0%	10.2%	14.2%	.0%
Prosser	24	2	21	0
	7.4%	2.6%	9.2%	.0%
Tahoe Donner	58	15	42	0
	18.1%	18.0%	18.3%	.0%
Other	26	2	24	0
	8.2%	2.7%	10.2%	.0%
DK/NA	5	4	0	1
	1.7%	5.1%	.1%	39.9%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{c,d}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
Alder	a		b
Donner Lake	B		a,b
Downtown	B		a,b
Gateway	B		a,b
Glenshire		A	b
Gray's Crossing			a,b
Martis Valley Estates	B		a,b
Northstar/Lahontan			a,b
Old Greenwood	a		a,b
Olympic Heights			a,b
Ponderosa/Sierra Meadows			a,b
Prosser		A	a,b
Tahoe Donner			a,b
Other		A	b
DK/NA	B		.

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
Total	232	230	2
Alder	1 .6%	1 .6%	0 .0%
Donner Lake	15 6.3%	13 5.8%	1 51.2%
Downtown	10 4.1%	10 4.2%	0 .0%
Gateway	3 1.1%	3 1.1%	0 .0%
Glenshire	58 24.9%	57 24.9%	1 31.1%
Gray's Crossing	7 2.8%	7 2.9%	0 .0%
Martis Valley Estates	1 .5%	1 .5%	0 .0%
Northstar/Lahontan	4 1.8%	4 1.6%	0 17.7%
Old Greenwood	2 1.0%	2 1.0%	0 .0%
Olympic Heights	11 4.8%	11 4.9%	0 .0%
Ponderosa/Sierra Meadows	33 14.2%	33 14.3%	0 .0%
Prosser	21 9.2%	21 9.3%	0 .0%
Tahoe Donner	42 18.3%	42 18.5%	0 .0%
Other	24 10.2%	24 10.4%	0 .0%
DK/NA	0 .1%	0 .1%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Prime/Secondary Residence	Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
Alder			a
Donner Lake			.
Downtown			A
Gateway			a
Glenshire			.
Gray's Crossing			a
Martis Valley Estates			a
Northstar/Lahontan			.
Old Greenwood			a
Olympic Heights			a
Ponderosa/Sierra Meadows			a
Prosser			a
Tahoe Donner			a
Other			a
DK/NA			a

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnic Group			
		American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
Total	319	2	5	249	53
Alder	2 .7%	0 .0%	0 .0%	2 .8%	0 .0%
Donner Lake	26 8.1%	0 .0%	1 25.9%	16 6.4%	6 11.5%
Downtown	24 7.4%	0 .0%	0 .0%	4 1.5%	18 34.7%
Gateway	7 2.2%	0 .0%	0 .0%	7 2.8%	0 .0%
Glenshire	70 21.9%	0 .0%	0 .0%	52 20.8%	17 31.4%
Gray's Crossing	7 2.1%	0 .0%	0 .0%	7 2.6%	0 .0%
Martis Valley Estates	7 2.3%	0 .0%	0 .0%	1 .5%	6 11.8%
Northstar/Lahontan	6 2.0%	0 .0%	0 .0%	6 2.6%	0 .0%
Old Greenwood	2 .7%	0 .0%	0 .0%	2 1.0%	0 .0%
Olympic Heights	13 4.2%	1 40.1%	0 .0%	11 4.3%	0 .0%
Ponderosa/Sierra Meadows	42 13.0%	1 59.9%	1 22.6%	38 15.3%	0 .0%
Prosser	24 7.4%	0 .0%	1 21.5%	22 9.0%	0 .0%
Tahoe Donner	58 18.1%	0 .0%	1 15.0%	56 22.3%	0 .0%
Other	26 8.2%	0 .0%	1 15.0%	20 7.9%	6 10.6%
DK/NA	5 1.7%	0 .0%	0 .0%	5 2.1%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Total	Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
Total	319	1	1	4	5
Alder	2 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Donner Lake	26 8.1%	0 .0%	0 .0%	1 13.9%	2 36.9%
Downtown	24 7.4%	0 .0%	0 .0%	1 33.3%	0 .0%
Gateway	7 2.2%	0 .0%	0 .0%	0 .0%	0 .0%
Glenshire	70 21.9%	0 .0%	0 .1%	1 17.2%	1 15.5%
Gray's Crossing	7 2.1%	0 .0%	0 .0%	0 .0%	0 .0%
Martis Valley Estates	7 2.3%	0 .0%	0 .0%	0 .0%	0 .0%
Northstar/Lahontan	6 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
Old Greenwood	2 .7%	0 .0%	0 .0%	0 .0%	0 .0%
Olympic Heights	13 4.2%	0 .0%	0 28.6%	1 21.8%	1 17.8%
Ponderosa/Sierra Meadows	42 13.0%	0 .0%	0 23.8%	0 .0%	1 24.1%
Prosser	24 7.4%	0 .0%	0 .0%	0 .0%	0 4.3%
Tahoe Donner	58 18.1%	1 100.0%	0 23.8%	1 13.8%	0 1.3%
Other	26 8.2%	0 .0%	0 23.8%	0 .0%	0 .0%
DK/NA	5 1.7%	0 .0%	0 .0%	0 .0%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions c,d

		Ethnic Group			
		American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a,.b	.b		.b
	Donner Lake	a,.b			
	Downtown	a,.b	.b		C
	Gateway	a,.b	.b		.b
	Glenshire	a,.b	.b		
	Gray's Crossing	a,.b	.b		.b
	Martis Valley Estates	a,.b	.b		C
	Northstar/Lahontan	a,.b			.b
	Old Greenwood	a,.b	.b		.b
	Olympic Heights	a	.b		.b
	Ponderosa/Sierra Meadows	a			.b
	Prosser	a,.b			.b
	Tahoe Donner	a,.b			.b
	Other	a,.b			.b
	DK/NA	a,.b	.b		.b

Comparisons of Column Proportions c,d

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(E)	(F)	(G)	(H)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a,.b		.b	.b
	Donner Lake	a,.b	a,.b		
	Downtown	a,.b	a,.b	C	
	Gateway	a,.b	a,.b	.b	.b
	Glenshire	a,.b	a		
	Gray's Crossing	a,.b	a,.b	.b	.b
	Martis Valley Estates	a,.b	a,.b		.b
	Northstar/Lahontan	a,.b	a,.b	.b	.b
	Old Greenwood	a,.b	a,.b	.b	.b
	Olympic Heights	a,.b	a		
	Ponderosa/Sierra Meadows	a,.b	a	.b	
	Prosser	a,.b	a,.b	.b	
	Tahoe Donner	a,.b	a		
	Other	a,.b	a	.b	.b
	DK/NA	a,.b	a,.b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	287	279	9
	Alder	2	2	0
	Donner Lake	26	26	0
	Downtown	24	24	0
	Gateway	8.2%	8.4%	.0%
	Glenshire	7	7	0
	Gray's Crossing	2.4%	2.5%	.0%
	Martis Valley Estates	70	70	0
	Northstar/Lahontan	24.3%	25.1%	.0%
	Old Greenwood	7	0	7
	Olympic Heights	2.3%	.0%	73.3%
	Ponderosa/Sierra Meadows	7	7	0
	Prosser	2.6%	2.7%	.0%
	Tahoe Donner	6	6	0
	Other	2.3%	2.3%	.0%
DK/NA	2	0	2	
	.8%	.0%	26.7%	
	13	13	0	
	4.7%	4.8%	.0%	
	42	42	0	
	14.4%	14.9%	.0%	
	24	24	0	
	8.2%	8.5%	.0%	
	58	58	0	
	20.1%	20.7%	.0%	

^{b,c}
Comparisons of Column Proportions

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	.	a
	Donner Lake	.	a
	Downtown	.	a
	Gateway	.	a
	Glenshire	.	a
	Gray's Crossing	a	.
	Martis Valley Estates	.	a
	Northstar/Lahontan	.	a
	Old Greenwood	.	a
	Olympic Heights	.	a
	Ponderosa/Sierra Meadows	.	a
	Prosser	.	a
	Tahoe Donner	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of Airport				
	Total	Alder	Donner Lake	Downtown	Gateway
Total	287	2	26	24	7
Alder	2	2	0	0	0
	.7%	100.0%	.0%	.0%	.0%
Donner Lake	26	0	26	0	0
	9.0%	.0%	100.0%	.0%	.0%
Downtown	24	0	0	24	0
	8.2%	.0%	.0%	100.0%	.0%
Gateway	7	0	0	0	7
	2.4%	.0%	.0%	.0%	100.0%
Glenshire	70	0	0	0	0
	24.3%	.0%	.0%	.0%	.0%
Gray's Crossing	7	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%
Martis Valley Estates	7	0	0	0	0
	2.6%	.0%	.0%	.0%	.0%
Northstar/Lahontan	6	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%
Old Greenwood	2	0	0	0	0
	.8%	.0%	.0%	.0%	.0%
Olympic Heights	13	0	0	0	0
	4.7%	.0%	.0%	.0%	.0%
Ponderosa/Sierra Meadows	42	0	0	0	0
	14.4%	.0%	.0%	.0%	.0%
Prosser	24	0	0	0	0
	8.2%	.0%	.0%	.0%	.0%
Tahoe Donner	58	0	0	0	0
	20.1%	.0%	.0%	.0%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Vicinity of Airport			
	Glenshore	Martis Valley Estates	Northstar/Lahontan	Olympic Heights
Total	70	7	6	13
Alder	0	0	0	0
Donner Lake	0	0	0	0
Downtown	0	0	0	0
Gateway	0	0	0	0
Glenshire	70	0	0	0
	100.0%	.0%	.0%	.0%
Gray's Crossing	0	0	0	0
	.0%	.0%	.0%	.0%
Martis Valley Estates	0	7	0	0
	.0%	100.0%	.0%	.0%
Northstar/Lahontan	0	0	6	0
	.0%	.0%	100.0%	.0%
Old Greenwood	0	0	0	0
	.0%	.0%	.0%	.0%
Olympic Heights	0	0	0	13
	.0%	.0%	.0%	100.0%
Ponderosa/Sierra Meadows	0	0	0	0
	.0%	.0%	.0%	.0%
Prosser	0	0	0	0
	.0%	.0%	.0%	.0%
Tahoe Donner	0	0	0	0
	.0%	.0%	.0%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Vicinity of Airport			
	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
Total	42	24	58	9
Alder	0	0	0	0
Donner Lake	0	0	0	0
Downtown	0	0	0	0
Gateway	0	0	0	0
Glenshire	0	0	0	0
	.0%	.0%	.0%	.0%
Gray's Crossing	0	0	0	7
	.0%	.0%	.0%	73.3%
Martis Valley Estates	0	0	0	0
	.0%	.0%	.0%	.0%
Northstar/Lahontan	0	0	0	0
	.0%	.0%	.0%	.0%
Old Greenwood	0	0	0	2
	.0%	.0%	.0%	26.7%
Olympic Heights	0	0	0	0
	.0%	.0%	.0%	.0%
Ponderosa/Sierra Meadows	42	0	0	0
	100.0%	.0%	.0%	.0%
Prosser	0	24	0	0
	.0%	100.0%	.0%	.0%
Tahoe Donner	0	0	58	0
	.0%	.0%	100.0%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Vicinity of Airport				
	Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
Alder	a	a	a	a	a
Donner Lake	.	a	.	.	.
Downtown	.	.	a	.	.
Gateway	.	.	.	a	.
Glenshire	a
Gray's Crossing
Martis Valley Estates
Northstar/Lahontan
Old Greenwood
Olympic Heights
Ponderosa/Sierra Meadows
Prosser
Tahoe Donner

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
		(F)	(G)	(H)	(I)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a	a	a	a
	Donner Lake	a	a	a	a
	Downtown	a	a	a	a
	Gateway	a	a	a	a
	Glenshire	a	a	a	a
	Gray's Crossing	a	a	a	a
	Martis Valley Estates	a	a	a	a
	Northstar/Lahontan	a	a	a	a
	Old Greenwood	a	a	a	a
	Olympic Heights	a	a	a	a
	Ponderosa/Sierra Meadows	a	a	a	a
	Prosser	a	a	a	a
	Tahoe Donner	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a	a	a
	Donner Lake	a	a	a
	Downtown	a	a	a
	Gateway	a	a	a
	Glenshire	a	a	a
	Gray's Crossing	a	a	a
	Martis Valley Estates	a	a	a
	Northstar/Lahontan	a	a	a
	Old Greenwood	a	a	a
	Olympic Heights	a	a	a
	Ponderosa/Sierra Meadows	a	a	a
	Prosser	a	a	a
	Tahoe Donner	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not enough
Total	319	17	171	92
Alder	2	0	2	0
	.7%	.0%	1.1%	.2%
Donner Lake	26	6	11	1
	8.1%	37.6%	6.2%	1.0%
Downtown	24	0	13	10
	7.4%	.0%	7.5%	10.4%
Gateway	7	0	6	1
	2.2%	.0%	3.5%	1.0%
Glenshire	70	0	46	17
	21.9%	2.5%	26.9%	19.0%
Gray's Crossing	7	0	2	4
	2.1%	.0%	1.1%	3.9%
Martis Valley Estates	7	0	7	1
	2.3%	.0%	3.9%	.8%
Northstar/Lahontan	6	0	4	2
	2.0%	.0%	2.6%	2.2%
Old Greenwood	2	0	1	1
	.7%	.0%	.4%	.8%
Olympic Heights	13	0	5	8
	4.2%	2.5%	2.8%	8.3%
Ponderosa/Sierra Meadows	42	1	12	24
	13.0%	7.7%	7.0%	25.8%
Prosser	24	2	10	6
	7.4%	12.9%	5.8%	7.0%
Tahoe Donner	58	6	32	13
	18.1%	34.4%	18.7%	14.1%
Other	26	0	17	5
	8.2%	2.5%	9.9%	5.4%
DK/NA	5	0	4	0
	1.7%	.0%	2.5%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Amount Airport is Doing About Noise/Low Flying Aircraft
	Not sure/No opinion/DK/NA
Total	39
Alder	0 .0%
Donner Lake	8 20.3%
Downtown	1 2.8%
Gateway	0 .0%
Glenshire	6 15.3%
Gray's Crossing	1 2.6%
Martis Valley Estates	0 .0%
Northstar/Lahontan	0 .0%
Old Greenwood	1 2.4%
Olympic Heights	1 1.9%
Ponderosa/Sierra Meadows	5 11.9%
Prosser	5 13.1%
Tahoe Donner	7 17.8%
Other	4 9.6%
DK/NA	1 2.4%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Amount Airport is Doing About Noise/Low Flying Aircraft	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
		Alder	a			a
Donner Lake	B C			B C	
Downtown	a				
Gateway	a			a	
Glenshire					
Gray's Crossing	a				
Martis Valley Estates	a			a	
Northstar/Lahontan	a			a	
Old Greenwood	a				
Olympic Heights					
Ponderosa/Sierra Meadows			B		
Prosser					
Tahoe Donner					
Other					
DK/NA	a				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Reduce Number of Flights			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	319	54	62	91
Alder	2 .7%	0 .0%	0 .0%	0 .5%
Donner Lake	26 8.1%	3 6.1%	11 17.6%	7 7.5%
Downtown	24 7.4%	8 14.6%	2 3.1%	14 14.8%
Gateway	7 2.2%	0 .0%	3 4.2%	4 4.8%
Glenshire	70 21.9%	8 14.9%	11 16.9%	18 19.9%
Gray's Crossing	7 2.1%	0 .0%	2 2.8%	3 3.7%
Martis Valley Estates	7 2.3%	0 .0%	0 .0%	0 .5%
Northstar/Lahontan	6 2.0%	0 .8%	0 .7%	3 3.3%
Old Greenwood	2 .7%	1 1.4%	0 .0%	2 1.8%
Olympic Heights	13 4.2%	5 10.1%	5 7.4%	2 2.7%
Ponderosa/Sierra Meadows	42 13.0%	15 28.5%	12 19.0%	4 4.7%
Prosser	24 7.4%	2 4.5%	1 1.7%	4 4.9%
Tahoe Donner	58 18.1%	7 12.5%	14 21.9%	20 21.8%
Other	26 8.2%	3 6.3%	3 4.7%	4 4.7%
DK/NA	5 1.7%	0 .4%	0 .0%	4 4.5%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Reduce Number of Flights	
	Strongly disagree	Not sure/DK/NA
Total	77	35
Alder	1 .9%	1 2.7%
Donner Lake	2 2.8%	3 7.3%
Downtown	0 .3%	0 .0%
Gateway	0 .0%	0 .0%
Glenshire	24 31.2%	9 26.9%
Gray's Crossing	0 .0%	1 4.2%
Martis Valley Estates	7 9.1%	0 .0%
Northstar/Lahontan	3 3.4%	0 .0%
Old Greenwood	0 .0%	0 .0%
Olympic Heights	1 1.3%	0 .0%
Ponderosa/Sierra Meadows	4 5.8%	6 16.2%
Prosser	12 16.2%	3 9.5%
Tahoe Donner	11 14.5%	6 18.3%
Other	11 14.3%	4 12.9%
DK/NA	0 .3%	1 2.1%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights			
	Strongly agree (A)	Somewhat agree (B)	Somewhat disagree (C)	Strongly disagree (D)
Alder	a			
Donner Lake		D		
Downtown			D	
Gateway	D			a
Glenshire				a
Gray's Crossing	a			
Martis Valley Estates	a			B C
Northstar/Lahontan				a
Old Greenwood		a		
Olympic Heights				
Ponderosa/Sierra Meadows	C D	C		
Prosser				B
Tahoe Donner				
Other		a		
DK/NA				

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	
Alder	a
Donner Lake	.
Downtown	a
Gateway	.
Glenshire	.
Gray's Crossing	a
Martis Valley Estates	a
Northstar/Lahontan	a
Old Greenwood	a
Olympic Heights	.
Ponderosa/Sierra Meadows	.
Prosser	.
Tahoe Donner	.
Other	.
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Remain the Way it Is		
		Strongly agree	Somewhat agree	Somewhat disagree
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?				
Total	319	40	101	88
Alder	2 .7%	0 .0%	1 .7%	1 1.3%
Donner Lake	26 8.1%	7 16.1%	9 9.2%	6 6.4%
Downtown	24 7.4%	7 18.2%	8 7.7%	8 9.5%
Gateway	7 2.2%	1 2.3%	2 2.4%	4 4.2%
Glenshire	70 21.9%	6 13.8%	21 20.6%	13 14.3%
Gray's Crossing	7 2.1%	0 .0%	1 1.0%	2 2.8%
Martis Valley Estates	7 2.3%	0 .0%	7 6.6%	0 .0%
Northstar/Lahontan	6 2.0%	2 4.2%	2 2.3%	1 1.7%
Old Greenwood	2 .7%	1 1.8%	1 .9%	1 .8%
Olympic Heights	13 4.2%	3 7.1%	6 5.6%	2 2.6%
Ponderosa/Sierra Meadows	42 13.0%	0 .5%	12 11.4%	16 18.7%
Prosser	24 7.4%	5 12.1%	5 4.5%	9 10.0%
Tahoe Donner	58 18.1%	7 18.5%	18 17.7%	20 22.2%
Other	26 8.2%	1 2.6%	5 5.3%	5 5.6%
DK/NA	5 1.7%	1 2.8%	4 4.1%	0 .0%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
Total		58	31
Alder		0	0
		.0%	.7%
Donner Lake		1	3
		2.2%	9.7%
Downtown		0	0
		.0%	.0%
Gateway		0	0
		.0%	.0%
Glenshire		23	8
		39.4%	26.1%
Gray's Crossing		1	2
		1.3%	7.6%
Martis Valley Estates		1	0
		1.3%	.0%
Northstar/Lahontan		1	0
		1.0%	1.3%
Old Greenwood		0	0
		.0%	.0%
Olympic Heights		2	1
		3.0%	3.1%
Ponderosa/Sierra Meadows		5	9
		8.1%	27.6%
Prosser		5	0
		8.5%	1.4%
Tahoe Donner		9	4
		14.9%	12.9%
Other		12	3
		20.4%	9.5%
DK/NA		0	0
		.0%	.0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
Alder		a			a
Donner Lake					
Downtown		D			
Gateway					a
Glenshire					C
Gray's Crossing		a			
Martis Valley Estates		a		a	
Northstar/Lahontan					
Old Greenwood					a
Olympic Heights					
Ponderosa/Sierra Meadows				A	
Prosser					
Tahoe Donner					
Other					B
DK/NA					

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
Alder		
Donner Lake		
Downtown		
Gateway		a
Glenshire		.
Gray's Crossing		
Martis Valley Estates		
Northstar/Lahontan		a
Old Greenwood		.
Olympic Heights		
Ponderosa/Sierra Meadows		A
Prosser		
Tahoe Donner		
Other		
DK/NA		a

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	319	127	145	24
	Alder	2 .7%	0 .0%	1 .9%	1 3.0%
	Donner Lake	26 8.1%	11 8.8%	12 8.4%	1 4.9%
	Downtown	24 7.4%	14 10.9%	7 4.9%	3 10.6%
	Gateway	7 2.2%	4 2.9%	2 1.6%	1 3.8%
	Glenshire	70 21.9%	32 25.5%	31 21.2%	4 15.3%
	Gray's Crossing	7 2.1%	1 1.1%	3 2.4%	0 .0%
	Martis Valley Estates	7 2.3%	1 .6%	7 4.6%	0 .0%
	Northstar/Lahontan	6 2.0%	2 1.5%	2 1.6%	2 7.9%
	Old Greenwood	2 .7%	0 .0%	1 1.0%	1 3.8%
	Olympic Heights	13 4.2%	4 2.9%	5 3.4%	3 11.7%
	Ponderosa/Sierra Meadows	42 13.0%	13 9.9%	19 13.4%	4 14.7%
	Prosser	24 7.4%	12 9.5%	9 6.4%	0 .9%
	Tahoe Donner	58 18.1%	21 16.4%	28 19.5%	4 17.0%
	Other	26 8.2%	12 9.4%	11 7.7%	2 6.3%
	DK/NA	5 1.7%	1 .7%	4 3.0%	0 .0%

		Manage the Growth of Operations	
		Strongly disagree	Not sure/DK/NA
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	7	15
	Alder	0 .0%	0 .0%
	Donner Lake	1 10.3%	0 2.8%
	Downtown	0 .0%	0 .0%
	Gateway	0 .0%	0 .0%
	Glenshire	1 18.2%	2 11.4%
	Gray's Crossing	1 10.3%	1 6.9%
	Martis Valley Estates	0 .0%	0 .0%
	Northstar/Lahontan	0 5.9%	0 .0%
	Old Greenwood	0 .0%	0 .0%
	Olympic Heights	0 .0%	2 13.3%
	Ponderosa/Sierra Meadows	1 9.5%	5 34.7%
	Prosser	1 16.4%	1 6.3%
	Tahoe Donner	1 13.2%	3 23.3%
	Other	1 16.2%	0 1.4%
	DK/NA	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder				a
	Donner Lake				
	Downtown				
	Gateway				a
	Glenshire				
	Gray's Crossing			a	
	Martis Valley Estates		A	a	a
	Northstar/Lahontan				
	Old Greenwood	a			a
	Olympic Heights				a
	Ponderosa/Sierra Meadows				
	Prosser				
	Tahoe Donner				
	Other				
	DK/NA			a	a

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a
	Donner Lake	
	Downtown	a
	Gateway	a
	Glenshire	
	Gray's Crossing	
	Martis Valley Estates	a
	Northstar/Lahontan	a
	Old Greenwood	a
	Olympic Heights	
	Ponderosa/Sierra Meadows	
	Prosser	
	Tahoe Donner	
	Other	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	319	32	286	1
	Alder	2	1	1	0
	Donner Lake	26	1	25	0
	Downtown	24	0	24	0
	Gateway	7	0	7	0
	Glenshire	70	4	66	0
	Gray's Crossing	7	0	6	0
	Martis Valley Estates	7	0	7	0
	Northstar/Lahontan	6	2	5	0
	Old Greenwood	2	1	1	0
	Olympic Heights	13	2	11	0
	Ponderosa/Sierra Meadows	42	2	40	0
	Prosser	24	7	16	0
	Tahoe Donner	58	7	50	1
	Other	26	4	22	0
	DK/NA	5	0	5	0

Comparisons of Column Proportions^{c,d}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	B		a,,b
			a,,b
	.b		a,,b
			a,,b
	B		a,,b
			a,,b
	.b		a,,b
			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
Total	319	279	39	1
Alder	2	2	0	0
Donner Lake	26	14	11	0
Downtown	24	23	1	0
Gateway	7	7	0	0
Glenshire	70	63	7	0
Gray's Crossing	7	6	0	0
Martis Valley Estates	7	7	1	0
Northstar/Lahontan	6	6	0	0
Old Greenwood	2	2	0	0
Olympic Heights	13	13	1	0
Ponderosa/Sierra Meadows	42	35	6	0
Prosser	24	22	1	0
Tahoe Donner	58	48	8	1
Other	26	24	2	0
DK/NA	5	5	0	0

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder		a	a,b
	Donner Lake		A	a,b
	Downtown			a,b
	Gateway		a	a,b
	Glenshire			a,b
	Gray's Crossing			a,b
	Martis Valley Estates			a,b
	Northstar/Lahontan			a,b
	Old Greenwood		a	a,b
	Olympic Heights			a,b
	Ponderosa/Sierra Meadows			a,b
	Prosser			a,b
	Tahoe Donner			a,b
	Other			a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	319	106	98	45
	Alder	2	1	0	1
	Donner Lake	26	2	10	8
		8.1%	2.3%	10.4%	18.4%
	Downtown	24	6	1	3
		7.4%	6.0%	1.4%	7.0%
	Gateway	7	1	3	0
		2.2%	.7%	2.6%	.0%
	Glenshire	70	34	19	7
		21.9%	32.0%	19.2%	15.7%
	Gray's Crossing	7	2	3	1
		2.1%	1.9%	3.5%	1.6%
	Martis Valley Estates	7	0	7	0
		2.3%	.4%	7.1%	.0%
	Northstar/Lahontan	6	4	1	1
		2.0%	4.0%	1.4%	1.9%
	Old Greenwood	2	1	2	0
	.7%	.7%	1.7%	.0%	
Olympic Heights	13	1	2	5	
	4.2%	1.2%	2.2%	11.3%	
Ponderosa/Sierra Meadows	42	11	10	12	
	13.0%	10.2%	10.1%	26.1%	
Prosser	24	12	5	3	
	7.4%	11.1%	5.1%	6.3%	
Tahoe Donner	58	19	25	2	
	18.1%	18.1%	25.1%	4.7%	
Other	26	11	6	2	
	8.2%	10.2%	6.0%	5.3%	
DK/NA	5	0	4	0	
	1.7%	.2%	4.0%	.0%	

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	16	54
	Alder	0	0
	Donner Lake	0	5
		.0%	9.1%
	Downtown	1	12
		4.5%	22.2%
	Gateway	0	4
		.0%	6.9%
	Glenshire	1	9
		7.9%	16.7%
	Gray's Crossing	0	0
		.0%	.8%
	Martis Valley Estates	0	0
		.0%	.0%
	Northstar/Lahontan	0	0
		.0%	.0%
	Old Greenwood	0	0
		.0%	.0%
Olympic Heights	4	1	
	23.1%	2.4%	
Ponderosa/Sierra Meadows	4	5	
	26.5%	9.1%	
Prosser	1	3	
	8.9%	4.8%	
Tahoe Donner	2	9	
	14.6%	17.4%	
Other	2	5	
	14.6%	8.5%	
DK/NA	0	1	
	.0%	2.1%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder				a
	Donner Lake			A	a
	Downtown				.
	Gateway			a	a
	Glenshire			.	.
	Gray's Crossing				a
	Martis Valley Estates		A	a	a
	Northstar/Lahontan			.	a
	Old Greenwood			a	.
	Olympic Heights			A	A B E
	Ponderosa/Sierra Meadows				.
	Prosser				.
	Tahoe Donner		C		.
	Other				.
	DK/NA				.

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	
	Donner Lake	
	Downtown	A B
	Gateway	
	Glenshire	
	Gray's Crossing	
	Martis Valley Estates	a
	Northstar/Lahontan	a
	Old Greenwood	a
	Olympic Heights	.
	Ponderosa/Sierra Meadows	
	Prosser	
	Tahoe Donner	
	Other	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Second Favorable/Unfavorable			
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	319	135	115	31
Alder	2 .7%	1 .8%	1 .8%	0 .0%
Donner Lake	26 8.1%	7 5.4%	10 8.9%	7 22.1%
Downtown	24 7.4%	12 9.0%	8 6.6%	3 10.1%
Gateway	7 2.2%	1 .5%	5 4.7%	1 3.0%
Glenshire	70 21.9%	37 27.7%	25 21.8%	1 2.4%
Gray's Crossing	7 2.1%	2 1.4%	4 3.4%	0 .0%
Martis Valley Estates	7 2.3%	7 4.9%	0 .0%	0 .0%
Northstar/Lahontan	6 2.0%	4 3.3%	1 1.0%	1 2.7%
Old Greenwood	2 .7%	1 .5%	1 .8%	1 2.4%
Olympic Heights	13 4.2%	2 1.6%	5 4.0%	3 9.7%
Ponderosa/Sierra Meadows	42 13.0%	11 8.4%	18 15.5%	6 20.8%
Prosser	24 7.4%	13 9.8%	8 6.6%	1 3.7%
Tahoe Donner	58 18.1%	25 18.4%	19 16.9%	6 18.1%
Other	26 8.2%	11 8.1%	10 9.1%	2 5.0%
DK/NA	5 1.7%	0 .2%	0 .0%	0 .0%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

	Second Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	18	20
Alder	0 .0%	0 .0%
Donner Lake	0 .0%	1 7.2%
Downtown	1 4.0%	0 .0%
Gateway	0 .0%	0 .0%
Glenshire	2 11.5%	5 24.0%
Gray's Crossing	1 4.0%	0 .0%
Martis Valley Estates	1 4.0%	0 .0%
Northstar/Lahontan	0 .0%	0 .0%
Old Greenwood	0 .0%	0 .0%
Olympic Heights	4 20.6%	0 .0%
Ponderosa/Sierra Meadows	3 13.8%	3 17.6%
Prosser	1 8.0%	0 1.1%
Tahoe Donner	3 16.9%	5 24.4%
Other	3 17.4%	0 .0%
DK/NA	0 .0%	5 25.7%

B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?

Comparisons of Column Proportions ^{b,c}

	Second Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?				
Alder			a	
Donner Lake			A	
Downtown				a
Gateway				.
Glenshire	C			
Gray's Crossing			a	
Martis Valley Estates	B		a	
Northstar/Lahontan			.	a
Old Greenwood				.
Olympic Heights				A B
Ponderosa/Sierra Meadows				
Prosser				
Tahoe Donner				
Other			a	.
DK/NA			.	a

Comparisons of Column Proportions ^{b,c}

	Second Favorable/Unfavorable
	Not sure/No opinion/DK/N
	(E)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	
Alder	a
Donner Lake	.
Downtown	a
Gateway	.
Glenshire	.
Gray's Crossing	a
Martis Valley Estates	a
Northstar/Lahontan	.
Old Greenwood	a
Olympic Heights	.
Ponderosa/Sierra Meadows	.
Prosser	.
Tahoe Donner	.
Other	a
DK/NA	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Shift		
		Switch to Favorable	Switch to Unfavorable	Favorable on Both
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?				
Total	319	60	9	190
Alder	2	1	0	1
Donner Lake	.7%	1.2%	.0%	.7%
Donner Lake	26	7	1	11
	8.1%	11.7%	8.1%	5.5%
Downtown	24	12	0	8
	7.4%	20.0%	.0%	4.1%
Gateway	7	4	1	2
	2.2%	6.2%	10.3%	1.3%
Glenshire	70	11	1	52
	21.9%	17.9%	8.1%	27.2%
Gray's Crossing	7	0	0	5
	2.1%	.7%	.0%	2.8%
Martis Valley Estates	7	0	1	7
	2.3%	.0%	8.1%	3.5%
Northstar/Lahontan	6	0	0	6
	2.0%	.0%	.0%	3.0%
Old Greenwood	2	0	1	2
	.7%	.0%	8.1%	.9%
Olympic Heights	13	3	0	3
	4.2%	5.6%	.0%	1.8%
Ponderosa/Sierra Meadows	42	9	0	20
	13.0%	15.6%	.0%	10.4%
Prosser	24	4	0	17
	7.4%	6.7%	.0%	8.8%
Tahoe Donner	58	4	5	40
	18.1%	6.4%	57.4%	21.2%
Other	26	5	0	17
	8.2%	7.7%	.0%	8.8%
DK/NA	5	0	0	0
	1.7%	.4%	.0%	.0%

		Shift		
		Unfavorable on Both	DK/NA on Both	Switch to DK/NA
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Total	40	6	14
	Alder	0	0	0
	Donner Lake	6	0	1
		15.2%	.0%	10.4%
	Downtown	4	0	0
		9.6%	.0%	.0%
	Gateway	0	0	0
		.0%	.0%	.0%
	Glenshire	2	1	4
		5.2%	17.2%	27.0%
	Gray's Crossing	1	0	0
		1.8%	.0%	.0%
	Martis Valley Estates	0	0	0
		.0%	.0%	.0%
	Northstar/Lahontan	1	0	0
		2.1%	.0%	.0%
	Old Greenwood	0	0	0
		.0%	.0%	.0%
Olympic Heights	7	0	0	
	16.8%	.0%	.0%	
Ponderosa/Sierra Meadows	9	3	1	
	22.3%	42.6%	6.5%	
Prosser	3	0	0	
	6.5%	3.5%	.0%	
Tahoe Donner	4	1	4	
	8.7%	21.2%	25.8%	
Other	5	0	0	
	11.8%	.0%	.0%	
DK/NA	0	1	4	
	.0%	15.5%	30.2%	

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder		a		a
	Donner Lake		.		.
	Downtown	C	.		.
	Gateway				a
	Glenshire			D	.
	Gray's Crossing		a		.
	Martis Valley Estates	a	.		a
	Northstar/Lahontan	.	a		.
	Old Greenwood	.	.		.
	Olympic Heights		a		C
	Ponderosa/Sierra Meadows		a		.
	Prosser		a		.
	Tahoe Donner		A D		.
	Other		a		.
	DK/NA		.	a	.

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
B. Here's a list of neighborhoods within the Truckee area. In which neighborhood do you reside?	Alder	a	a
	Donner Lake	.	.
	Downtown	a	a
	Gateway	.	a
	Glenshire	.	.
	Gray's Crossing	a	a
	Martis Valley Estates	a	a
	Northstar/Lahontan	a	.
	Old Greenwood	a	a
	Olympic Heights	.	a
	Ponderosa/Sierra Meadows	.	.
	Prosser	.	a
	Tahoe Donner	a	a
	Other	.	.
	DK/NA	A	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
C. To begin, how many years have you lived at your local residence?	Total	527	527
	Less than 1 year	19	19
		3.7%	3.7%
	1 to 3 years	66	66
		12.5%	12.5%
	4 to 9 years	142	142
		27.0%	27.0%
	10 to 15 years	92	92
		17.5%	17.5%
	16 to 20 years	81	81
	15.3%	15.3%	
21 to 25 years	48	48	
	9.1%	9.1%	
More than 25 years	76	76	
	14.4%	14.4%	
DK/NA	3	3	
	.6%	.6%	

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	.
	1 to 3 years	.
	4 to 9 years	.
	10 to 15 years	.
	16 to 20 years	.
	21 to 25 years	.
	More than 25 years	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
C. To begin, how many years have you lived at your local residence?	Total	527	284	240	3
	Less than 1 year	19 3.7%	12 4.1%	8 3.2%	0 .0%
	1 to 3 years	66 12.5%	36 12.6%	30 12.5%	0 .0%
	4 to 9 years	142 27.0%	75 26.2%	66 27.7%	1 38.2%
	10 to 15 years	92 17.5%	51 18.0%	40 16.8%	1 26.9%
	16 to 20 years	81 15.3%	45 15.8%	36 14.9%	0 .0%
	21 to 25 years	48 9.1%	24 8.4%	23 9.7%	1 34.9%
	More than 25 years	76 14.4%	42 14.9%	33 13.9%	0 .0%
	DK/NA	3 .6%	0 .0%	3 1.3%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	.	.	a
	1 to 3 years	.	.	a
	4 to 9 years	.	.	.
	10 to 15 years	.	.	.
	16 to 20 years	.	.	a
	21 to 25 years	.	.	.
	More than 25 years	.	.	a
	DK/NA	a	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
C. To begin, how many years have you lived at your local residence?	Total	527	77	101	110	162	70	7
	Less than 1 year	19 3.7%	7 9.7%	1 1.3%	6 5.4%	4 2.3%	1 1.5%	0 .0%
	1 to 3 years	66 12.5%	20 26.1%	13 12.7%	15 13.5%	16 9.8%	2 2.7%	0 .0%
	4 to 9 years	142 27.0%	20 25.9%	55 54.2%	36 33.0%	25 15.3%	5 7.0%	1 20.0%
	10 to 15 years	92 17.5%	8 10.1%	24 24.2%	26 23.6%	24 14.5%	10 14.0%	1 12.4%
	16 to 20 years	81 15.3%	15 19.1%	5 4.6%	14 12.9%	39 23.8%	7 10.6%	1 14.3%
	21 to 25 years	48 9.1%	7 9.2%	1 1.0%	4 3.9%	23 14.1%	13 18.3%	0 .0%
	More than 25 years	76 14.4%	0 .0%	2 2.0%	9 7.8%	33 20.2%	32 45.9%	0 5.6%
	DK/NA	3 .6%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	3 47.7%

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
C. To begin, how many years have you lived at your local residence?	Less than 1 year						a
	1 to 3 years	D E					a
	4 to 9 years	E	A C D E	D E			a
	10 to 15 years						
	16 to 20 years	B			B		
	21 to 25 years				B C	B C	a
More than 25 years	a			B C	B C D	a	
DK/NA	a	a	a	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
C. To begin, how many years have you lived at your local residence?	Total	527	19	60	14	21	33	21	31
	Less than 1 year	19	1	7	1	0	0	0	2
		3.7%	3.3%	11.6%	8.8%	.0%	1.3%	.0%	7.3%
	1 to 3 years	66	2	10	2	2	5	3	0
		12.5%	9.5%	16.1%	17.8%	10.8%	14.5%	13.4%	.0%
	4 to 9 years	142	7	15	2	8	3	2	12
		27.0%	38.1%	24.4%	12.1%	35.9%	10.5%	11.5%	38.5%
	10 to 15 years	92	5	16	0	4	11	0	1
		17.5%	28.6%	26.1%	.0%	20.1%	33.8%	.0%	4.7%
	16 to 20 years	81	2	4	7	2	5	0	4
	15.3%	10.8%	6.4%	49.9%	10.6%	15.6%	2.0%	13.7%	
21 to 25 years	48	1	4	1	1	5	8	1	
	9.1%	6.9%	6.5%	6.8%	6.9%	14.7%	37.0%	3.7%	
More than 25 years	76	1	5	1	3	3	8	10	
	14.4%	2.7%	9.0%	4.7%	15.7%	9.6%	36.2%	32.1%	
DK/NA	3	0	0	0	0	0	0	0	
	.6%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
C. To begin, how many years have you lived at your local residence?	Total	6	19	5	9	26	49	43	19
	Less than 1 year	0	0	0	0	0	0	2	0
		.0%	.0%	.0%	.0%	.0%	.0%	4.3%	.0%
	1 to 3 years	1	0	0	1	4	3	6	1
		17.3%	2.2%	.0%	11.0%	15.6%	6.2%	13.1%	3.9%
	4 to 9 years	2	0	1	1	9	16	7	4
		26.5%	1.1%	22.5%	13.1%	35.2%	33.4%	17.3%	21.2%
	10 to 15 years	1	4	0	2	1	13	12	2
		19.7%	18.3%	8.6%	17.1%	4.5%	27.3%	27.2%	9.7%
	16 to 20 years	2	6	1	3	5	7	7	8
	29.8%	28.8%	11.9%	32.9%	20.1%	15.0%	16.6%	43.4%	
21 to 25 years	0	0	1	2	3	2	5	1	
	.0%	2.2%	28.3%	16.8%	10.7%	3.3%	11.3%	5.8%	
More than 25 years	0	9	1	1	4	7	4	3	
	6.6%	47.5%	28.6%	9.0%	13.9%	14.7%	10.3%	16.1%	
DK/NA	0	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
C. To begin, how many years have you lived at your local residence?	Total	42	13	4	9	3	5	76
	Less than 1 year	5	0	0	0	0	0	1
		11.1%	.0%	.0%	.0%	.0%	.0%	1.9%
	1 to 3 years	13	1	0	3	0	0	9
		31.3%	7.4%	.0%	29.6%	.0%	.0%	11.8%
	4 to 9 years	4	4	4	5	0	2	32
		10.2%	32.9%	97.5%	54.9%	.0%	47.3%	42.7%
	10 to 15 years	9	3	0	0	0	0	6
		22.0%	25.4%	2.5%	2.3%	11.7%	.0%	8.2%
	16 to 20 years	3	1	0	0	2	1	10
	6.3%	6.5%	.0%	4.2%	88.3%	20.8%	12.6%	
21 to 25 years	1	2	0	0	0	0	10	
	2.9%	13.9%	.0%	.0%	.0%	.0%	13.1%	
More than 25 years	7	2	0	1	0	1	4	
	16.2%	13.9%	.0%	9.0%	.0%	32.0%	5.5%	
DK/NA	0	0	0	0	0	0	3	
	.0%	.0%	.0%	.0%	.0%	.0%	4.1%	

Comparisons of Column Proportions ^{b,c}

		Date							
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
C. To begin, how many years have you lived at your local residence?	Less than 1 year				a				a
	1 to 3 years							a	
	4 to 9 years								
	10 to 15 years			a			a		
	16 to 20 years			B P					
	21 to 25 years						M P		
	More than 25 years						V	V	a
	DK/NA	a	a	a	a	a	a	a	a

Comparisons of Column Proportions ^{b,c}

		Date							
		June 3	June 4	June 5	June 7	June 8	June 9	June 10	June 11
		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a	a	a	a	a	a	a	
	1 to 3 years	.	a	.	.	.	.	.
	4 to 9 years	.	.	.	.	.	.	.
	10 to 15 years	.	.	.	.	.	.	.
	16 to 20 years	.	.	.	.	.	.	B	
	21 to 25 years	.	.	.	.	.	.	.
	More than 25 years	B V	a	a	a	a	a	a	a
DK/NA	a	a	a	a	a	a	a	a	

Comparisons of Column Proportions ^{b,c}

		Date					
		June 12	June 13	June 14	June 15	June 16	June 17
		(Q)	(R)	(S)	(T)	(U)	(V)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a	a	a	a	a	
	1 to 3 years	.	a	.	a	a	
	4 to 9 years	.	E I P	.	.	.	
	10 to 15 years	.	.	.	.	a	
	16 to 20 years	.	a	.	B F P	a	
	21 to 25 years	.	a	a	a	.	
	More than 25 years	.	a	a	a	a	
DK/NA	a	a	a	a	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
C. To begin, how many years have you lived at your local residence?	Total	527	10	18	11	12	72	53	19	14
	Less than 1 year	19	0	0	0	0	0	4	0	0
		3.7%	.0%	.0%	.0%	.0%	.0%	8.4%	.0%	.0%
	1 to 3 years	66	0	4	0	0	0	4	8	0
		12.5%	.0%	20.3%	.0%	.0%	.0%	7.0%	39.5%	1.5%
	4 to 9 years	142	3	6	6	0	14	22	3	7
		27.0%	26.8%	34.2%	56.3%	.0%	18.8%	41.2%	17.8%	52.4%
	10 to 15 years	92	4	1	0	3	14	6	1	3
		17.5%	38.5%	7.5%	3.2%	30.0%	19.6%	11.7%	5.0%	20.5%
	16 to 20 years	81	1	2	4	3	11	4	0	2
	15.3%	9.2%	14.0%	36.2%	30.0%	14.9%	7.0%	.4%	11.0%	
21 to 25 years	48	1	2	0	0	12	3	1	1	
	9.1%	9.2%	9.5%	3.6%	.0%	16.5%	4.9%	7.3%	7.3%	
More than 25 years	76	2	3	0	2	22	10	6	1	
	14.4%	16.3%	14.6%	.7%	13.0%	30.1%	19.8%	30.0%	7.3%	
DK/NA	3	0	0	0	3	0	0	0	0	
	.6%	.0%	.0%	.0%	26.9%	.0%	.0%	.0%	.0%	

		Zip Code		
		96160	96161	96162
C. To begin, how many years have you lived at your local residence?	Total	11	301	7
	Less than 1 year	0	15	0
		.0%	5.0%	.0%
	1 to 3 years	2	49	0
		18.2%	16.2%	.0%
	4 to 9 years	5	76	0
		44.7%	25.4%	.0%
	10 to 15 years	0	59	0
		.0%	19.6%	.0%
	16 to 20 years	4	50	0
	37.0%	16.5%	.0%	
21 to 25 years	0	21	7	
	.0%	7.0%	99.9%	
More than 25 years	0	31	0	
	.1%	10.3%	.0%	
DK/NA	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a	a	a	a	a				
	1 to 3 years	a	.	a	a	a				
	4 to 9 years	.	.	.	a	.				
	10 to 15 years	.	.	.	.	.
	16 to 20 years	.	.	.	.	.
	21 to 25 years	.	.	.	.	a				
	More than 25 years	.	.	.	.	J	a	a	a	a
DK/NA	a	a	a	.	.	.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Zip Code	
		96161	96162
		(J)	(K)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	.	a
	1 to 3 years	.	.
	4 to 9 years	.	.
	10 to 15 years	.	.
	16 to 20 years	.	.
	21 to 25 years	.	A B C E F G H
	More than 25 years	.	I J
DK/NA	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Neighborhood					
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	319	2	26	24	7	70
Less than 1 year	15 4.7%	1 34.9%	1 4.7%	0 .0%	1 10.4%	1 .9%
1 to 3 years	51 15.9%	0 .0%	14 54.6%	1 3.3%	0 .0%	7 10.2%
4 to 9 years	81 25.5%	0 10.2%	2 7.2%	15 64.6%	0 .0%	18 25.5%
10 to 15 years	59 18.5%	0 .0%	3 13.4%	0 .0%	0 .0%	10 14.5%
16 to 20 years	54 16.8%	0 .0%	0 1.6%	0 .0%	6 89.6%	22 31.9%
21 to 25 years	28 8.8%	0 .0%	3 11.7%	7 30.4%	0 .0%	6 8.9%
More than 25 years	31 9.7%	1 54.8%	2 6.9%	0 1.8%	0 .0%	6 8.2%

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
Total	7	7	6	2
Less than 1 year	2 29.9%	0 .0%	0 .0%	0 .0%
1 to 3 years	2 37.7%	0 .0%	2 29.5%	1 61.0%
4 to 9 years	2 32.4%	0 .0%	2 38.3%	0 .0%
10 to 15 years	0 .0%	6 84.5%	1 22.5%	0 .0%
16 to 20 years	0 .0%	0 .0%	0 6.4%	1 39.0%
21 to 25 years	0 .0%	0 .0%	0 .0%	0 .0%
More than 25 years	0 .0%	1 15.5%	0 3.3%	0 .0%

	Neighborhood					
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
Total	13	42	24	58	26	5
Less than 1 year	0 .0%	2 4.7%	4 15.7%	2 2.9%	3 9.6%	0 .0%
1 to 3 years	0 .0%	7 15.9%	1 3.9%	14 23.6%	1 5.5%	0 4.0%
4 to 9 years	5 33.9%	13 31.6%	5 19.9%	11 19.4%	4 14.6%	4 78.1%
10 to 15 years	4 31.7%	8 20.0%	8 33.1%	11 19.5%	6 22.7%	0 4.0%
16 to 20 years	3 21.4%	8 19.5%	4 14.9%	8 13.4%	1 3.9%	0 .0%
21 to 25 years	0 .0%	2 3.7%	2 6.6%	5 8.6%	4 14.3%	0 .0%
More than 25 years	2 13.0%	2 4.5%	1 5.8%	7 12.6%	8 29.3%	1 13.8%

Comparisons of Column Proportions^{b,c}

	Neighborhood					
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
	(A)	(B)	(C)	(D)	(E)	(F)
Less than 1 year	E ^a					E
1 to 3 years		CEKLN				
4 to 9 years			BEMN ^a			
10 to 15 years					BCKLMN	
16 to 20 years						
21 to 25 years						
More than 25 years						

Comparisons of Column Proportions^{b,c}

	Neighborhood			
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights
	(G)	(H)	(I)	(J)
Less than 1 year				
1 to 3 years				
4 to 9 years				
10 to 15 years	BEKM ^a			
16 to 20 years				
21 to 25 years				
More than 25 years				

Comparisons of Column Proportions^{b,c}

	Neighborhood				
	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
	(K)	(L)	(M)	(N)	(O)
Less than 1 year					
1 to 3 years					
4 to 9 years					
10 to 15 years					
16 to 20 years					
21 to 25 years					
More than 25 years					B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
C. To begin, how many years have you lived at your local residence?	Total	527	19	66	142	92
	Less than 1 year	19	19	0	0	0
		3.7%	100.0%	.0%	.0%	.0%
	1 to 3 years	66	0	66	0	0
		12.5%	.0%	100.0%	.0%	.0%
	4 to 9 years	142	0	0	142	0
		27.0%	.0%	.0%	100.0%	.0%
	10 to 15 years	92	0	0	0	92
		17.5%	.0%	.0%	.0%	100.0%
	16 to 20 years	81	0	0	0	0
		15.3%	.0%	.0%	.0%	.0%
21 to 25 years	48	0	0	0	0	
	9.1%	.0%	.0%	.0%	.0%	
More than 25 years	76	0	0	0	0	
	14.4%	.0%	.0%	.0%	.0%	
DK/NA	3	0	0	0	0	
	.6%	.0%	.0%	.0%	.0%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
C. To begin, how many years have you lived at your local residence?	Total	81	48	76	3
	Less than 1 year	0	0	0	0
		.0%	.0%	.0%	.0%
	1 to 3 years	0	0	0	0
		.0%	.0%	.0%	.0%
	4 to 9 years	0	0	0	0
		.0%	.0%	.0%	.0%
	10 to 15 years	0	0	0	0
		.0%	.0%	.0%	.0%
	16 to 20 years	81	0	0	0
		100.0%	.0%	.0%	.0%
21 to 25 years	0	48	0	0	
	.0%	100.0%	.0%	.0%	
More than 25 years	0	0	76	0	
	.0%	.0%	100.0%	.0%	
DK/NA	0	0	0	3	
	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	.a	.a	.a	.a	.a
	1 to 3 years	.a	.a	.a	.a	.a
	4 to 9 years	.a	.a	.a	.a	.a
	10 to 15 years	.a	.a	.a	.a	.a
	16 to 20 years	.a	.a	.a	.a	.a
	21 to 25 years	.a	.a	.a	.a	.a
	More than 25 years	.a	.a	.a	.a	.a
	DK/NA	.a	.a	.a	.a	.a

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	.a	.a	.a
	1 to 3 years	.a	.a	.a
	4 to 9 years	.a	.a	.a
	10 to 15 years	.a	.a	.a
	16 to 20 years	.a	.a	.a
	21 to 25 years	.a	.a	.a
	More than 25 years	.a	.a	.a
	DK/NA	.a	.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
C. To begin, how many years have you lived at your local residence?	Total	527	154	369	4
	Less than 1 year	19	6	14	0
		3.7%	3.8%	3.7%	.0%
	1 to 3 years	66	33	32	0
		12.5%	21.5%	8.8%	3.6%
	4 to 9 years	142	53	86	3
		27.0%	34.6%	23.4%	55.8%
	10 to 15 years	92	17	75	0
		17.5%	11.1%	20.4%	.0%
	16 to 20 years	81	17	64	0
		15.3%	10.9%	17.3%	.0%
21 to 25 years	48	19	29	0	
	9.1%	12.3%	7.9%	.0%	
More than 25 years	76	9	65	2	
	14.4%	5.8%	17.6%	40.6%	
DK/NA	3	0	3	0	
	.6%	.0%	.9%	.0%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
C. To begin, how many years have you lived at your local residence?	Less than 1 year			a
	1 to 3 years	B		
	4 to 9 years	B		
	10 to 15 years		A	a
	16 to 20 years			a
	21 to 25 years			a
	More than 25 years		A	A
	DK/NA	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
C. To begin, how many years have you lived at your local residence?	Total	369	365	3
	Less than 1 year	14	12	1
		3.7%	3.4%	37.7%
	1 to 3 years	32	32	0
		8.8%	8.9%	.0%
	4 to 9 years	86	86	0
		23.4%	23.6%	.0%
	10 to 15 years	75	74	1
		20.4%	20.3%	30.0%
	16 to 20 years	64	63	0
	17.3%	17.3%	13.0%	
21 to 25 years	29	29	0	
	7.9%	8.0%	.0%	
More than 25 years	65	64	1	
	17.6%	17.6%	19.4%	
DK/NA	3	3	0	
	.9%	.9%	.0%	

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
C. To begin, how many years have you lived at your local residence?	Less than 1 year		A
	1 to 3 years		a
	4 to 9 years		a
	10 to 15 years		.
	16 to 20 years		.
	21 to 25 years		a
	More than 25 years		.
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
C. To begin, how many years have you lived at your local residence?	Total	527	2	2	8	397
	Less than 1 year	19	0	0	1	18
		3.7%	.0%	.0%	15.0%	4.6%
	1 to 3 years	66	0	0	2	51
		12.5%	.0%	.0%	21.8%	12.8%
	4 to 9 years	142	0	0	0	93
		27.0%	.0%	.0%	.0%	23.4%
	10 to 15 years	92	0	1	5	77
		17.5%	.0%	59.9%	63.2%	19.4%
	16 to 20 years	81	0	0	0	70
	15.3%	.0%	.0%	.0%	17.6%	
21 to 25 years	48	0	0	0	33	
	9.1%	.0%	.0%	.0%	8.3%	
More than 25 years	76	2	1	0	52	
	14.4%	100.0%	40.1%	.0%	13.2%	
DK/NA	3	0	0	0	3	
	.6%	.0%	.0%	.0%	.8%	

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
C. To begin, how many years have you lived at your local residence?	Total	96	1	1	7	14
	Less than 1 year	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	1 to 3 years	6 6.3%	1 100.0%	0 23.8%	1 11.1%	6 39.4%
	4 to 9 years	41 43.0%	0 .0%	0 28.6%	3 38.2%	5 34.2%
	10 to 15 years	6 6.5%	0 .0%	1 47.5%	1 6.9%	2 15.1%
	16 to 20 years	10 10.8%	0 .0%	0 .0%	0 .0%	0 3.3%
	21 to 25 years	14 14.8%	0 .0%	0 .0%	0 .0%	1 7.5%
	More than 25 years	18 18.6%	0 .0%	0 .1%	3 43.8%	0 .5%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a,b	a,b			b
	1 to 3 years	a,b	a,b			
	4 to 9 years	a,b	a,b	b		D
	10 to 15 years	a,b	a	D E	E	
	16 to 20 years	a,b	a,b	b		
	21 to 25 years	a,b	a,b	b		
	More than 25 years	a,b	a	b		
DK/NA	a,b	a,b	b		b	

Comparisons of Column Proportions ^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a,b	a,b		b
	1 to 3 years	a,b	a		D E
	4 to 9 years	a,b	a		
	10 to 15 years	a,b	a		
	16 to 20 years	a,b	a,b		
	21 to 25 years	a,b	a,b		
	More than 25 years	a,b	a		
	DK/NA	a,b	a,b	b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
C. To begin, how many years have you lived at your local residence?	Total	287	279	9
	Less than 1 year	13 4.4%	11 3.8%	2 21.9%
	1 to 3 years	49 17.0%	45 16.2%	4 43.9%
	4 to 9 years	73 25.5%	71 25.6%	2 23.8%
	10 to 15 years	53 18.4%	53 19.0%	0 .0%
	16 to 20 years	53 18.3%	52 18.6%	1 10.4%
	21 to 25 years	24 8.5%	24 8.8%	0 .0%
	More than 25 years	23 7.9%	23 8.1%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
C. To begin, how many years have you lived at your local residence?	Less than 1 year		A
	1 to 3 years		A
	4 to 9 years		
	10 to 15 years		
	16 to 20 years		a
	21 to 25 years		a
	More than 25 years		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
C. To begin, how many years have you lived at your local residence?	Total	287	2	26	24	7	70
	Less than 1 year	13	1	1	0	1	1
		4.4%	34.9%	4.7%	.0%	10.4%	.9%
	1 to 3 years	49	0	14	1	0	7
		17.0%	.0%	54.6%	3.3%	.0%	10.2%
	4 to 9 years	73	0	2	15	0	18
		25.5%	10.2%	7.2%	64.6%	.0%	25.5%
	10 to 15 years	53	0	3	0	0	10
		18.4%	.0%	13.4%	.0%	.0%	14.5%
	16 to 20 years	53	0	0	0	6	22
	18.3%	.0%	1.6%	.0%	89.6%	31.9%	
21 to 25 years	24	0	3	7	0	6	
	8.5%	.0%	11.7%	30.4%	.0%	8.9%	
More than 25 years	23	1	2	0	0	6	
	7.9%	54.8%	6.9%	1.8%	.0%	8.2%	

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
C. To begin, how many years have you lived at your local residence?	Total	7	6	13	42	24
	Less than 1 year	0	0	0	2	4
		.0%	.0%	.0%	4.7%	15.7%
	1 to 3 years	0	2	0	7	1
		.0%	29.5%	.0%	15.9%	3.9%
	4 to 9 years	0	2	5	13	5
		.0%	38.3%	33.9%	31.6%	19.9%
	10 to 15 years	6	1	4	8	8
		84.5%	22.5%	31.7%	20.0%	33.1%
	16 to 20 years	0	0	3	8	4
	.0%	6.4%	21.4%	19.5%	14.9%	
21 to 25 years	0	0	0	2	2	
	.0%	.0%	.0%	3.7%	6.6%	
More than 25 years	1	0	2	2	1	
	15.5%	3.3%	13.0%	4.5%	5.8%	

		Vicinity of Airport	
		Tahoe Donner	Not in Area
C. To begin, how many years have you lived at your local residence?	Total	58	9
	Less than 1 year	2	2
		2.9%	21.9%
	1 to 3 years	14	4
		23.6%	43.9%
	4 to 9 years	11	2
		19.4%	23.8%
	10 to 15 years	11	0
		19.5%	.0%
	16 to 20 years	8	1
	13.4%	10.4%	
21 to 25 years	5	0	
	8.6%	.0%	
More than 25 years	7	0	
	12.6%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	E ^a					
	1 to 3 years		CEIJ				
	4 to 9 years			BEK ^a			
	10 to 15 years						
	16 to 20 years				BCIJK ^a		
	21 to 25 years						BEIKL ^a
	More than 25 years						

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(G)	(H)	(I)	(J)	(K)
C. To begin, how many years have you lived at your local residence?	Less than 1 year					
	1 to 3 years					
	4 to 9 years					
	10 to 15 years					
	16 to 20 years					
	21 to 25 years					
	More than 25 years					

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport
		Not in Area
		(L)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	E
	1 to 3 years	
	4 to 9 years	
	10 to 15 years	
	16 to 20 years	
	21 to 25 years	
	More than 25 years	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
C. To begin, how many years have you lived at your local residence?	Total	527	18	276	133	100
	Less than 1 year	19	0	11	1	7
		3.7%	.0%	4.2%	.5%	7.3%
	1 to 3 years	66	7	31	14	14
		12.5%	38.7%	11.0%	10.4%	14.3%
	4 to 9 years	142	3	71	39	29
		27.0%	15.0%	25.7%	29.5%	29.4%
	10 to 15 years	92	5	51	23	13
		17.5%	28.2%	18.3%	17.5%	13.4%
	16 to 20 years	81	2	44	21	13
	15.3%	12.4%	16.1%	15.5%	13.2%	
21 to 25 years	48	0	27	13	8	
	9.1%	1.2%	9.6%	9.7%	8.4%	
More than 25 years	76	1	39	22	14	
	14.4%	4.6%	14.0%	16.8%	14.1%	
DK/NA	3	0	3	0	0	
	.6%	.0%	1.1%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a			C
	1 to 3 years	B C			
	4 to 9 years				
	10 to 15 years				
	16 to 20 years				
	21 to 25 years				
	More than 25 years	a		a	a
DK/NA	.			.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
C. To begin, how many years have you lived at your local residence?	Total	527	66	99	163	123
	Less than 1 year	19	1	1	10	5
		3.7%	.9%	1.2%	6.4%	3.9%
	1 to 3 years	66	5	22	18	7
		12.5%	7.8%	22.6%	11.1%	6.1%
	4 to 9 years	142	22	25	45	34
		27.0%	32.9%	25.1%	27.5%	27.9%
	10 to 15 years	92	19	21	19	16
		17.5%	28.9%	21.4%	11.8%	13.4%
	16 to 20 years	81	7	11	32	25
	15.3%	11.2%	10.8%	19.4%	20.5%	
21 to 25 years	48	6	6	14	8	
	9.1%	9.6%	6.0%	8.5%	6.8%	
More than 25 years	76	6	13	25	23	
	14.4%	8.6%	12.9%	15.3%	18.9%	
DK/NA	3	0	0	0	3	
	.6%	.0%	.0%	.0%	2.5%	

		Reduce Number of Flights
		Not sure/DK/NA
C. To begin, how many years have you lived at your local residence?	Total	77
	Less than 1 year	3
		3.3%
	1 to 3 years	13
		16.6%
	4 to 9 years	17
		21.8%
	10 to 15 years	17
		21.5%
	16 to 20 years	6
	7.5%	
21 to 25 years	14	
	17.5%	
More than 25 years	9	
	11.8%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?		D		
Less than 1 year				
1 to 3 years				
4 to 9 years				
10 to 15 years	C			
16 to 20 years				
21 to 25 years				
More than 25 years	a	a	a	
DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
C. To begin, how many years have you lived at your local residence?	
Less than 1 year	
1 to 3 years	
4 to 9 years	
10 to 15 years	
16 to 20 years	
21 to 25 years	
More than 25 years	a
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
C. To begin, how many years have you lived at your local residence?	Total	527	82	172	132	88
	Less than 1 year	19	1	5	9	4
		3.7%	.8%	2.9%	6.6%	4.3%
	1 to 3 years	66	10	19	15	9
		12.5%	11.6%	10.8%	11.3%	10.7%
	4 to 9 years	142	18	48	31	27
		27.0%	21.9%	27.7%	23.6%	31.0%
	10 to 15 years	92	9	35	26	12
		17.5%	11.5%	20.6%	19.7%	13.5%
	16 to 20 years	81	12	29	21	15
		15.3%	14.1%	16.6%	15.6%	16.7%
21 to 25 years	48	12	16	12	8	
	9.1%	14.8%	9.3%	8.8%	8.7%	
More than 25 years	76	21	21	19	10	
	14.4%	25.2%	12.2%	14.4%	11.6%	
DK/NA	3	0	0	0	3	
	.6%	.0%	.0%	.0%	3.6%	

	Remain the Way it Is
	Not sure/DK/NA
C. To begin, how many years have you lived at your local residence?	
Total	53
Less than 1 year	1
	2.5%
1 to 3 years	13
	24.9%
4 to 9 years	18
	34.4%
10 to 15 years	9
	18.0%
16 to 20 years	5
	9.5%
21 to 25 years	1
	1.2%
More than 25 years	5
	9.4%
DK/NA	0
	.0%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?					
Less than 1 year					
1 to 3 years					
4 to 9 years					
10 to 15 years					
16 to 20 years					
21 to 25 years					
More than 25 years	a	a	a		
DK/NA	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

	Remain the Way it Is	
	Not sure/DK/NA	
	(E)	
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a
	1 to 3 years	
	4 to 9 years	
	10 to 15 years	
	16 to 20 years	
	21 to 25 years	
	More than 25 years	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
C. To begin, how many years have you lived at your local residence?	Total	527	232	221	33	10
	Less than 1 year	19 3.7%	11 4.6%	7 3.1%	2 5.9%	0 .0%
	1 to 3 years	66 12.5%	23 10.0%	32 14.3%	5 15.3%	0 .0%
	4 to 9 years	142 27.0%	58 24.8%	67 30.5%	10 31.1%	2 25.3%
	10 to 15 years	92 17.5%	33 14.2%	47 21.2%	4 12.2%	3 33.4%
	16 to 20 years	81 15.3%	38 16.3%	30 13.8%	7 22.6%	2 21.0%
	21 to 25 years	48 9.1%	25 10.6%	13 5.8%	1 1.9%	0 4.3%
	More than 25 years	76 14.4%	42 18.1%	25 11.4%	4 10.9%	2 16.0%
	DK/NA	3 .6%	3 1.4%	0 .0%	0 .0%	0 .0%

	Manage the Growth of Operations	
	Not sure/DK/NA	
	(E)	
C. To begin, how many years have you lived at your local residence?	Total	32
	Less than 1 year	0 .0%
	1 to 3 years	6 18.5%
	4 to 9 years	5 15.1%
	10 to 15 years	5 16.6%
	16 to 20 years	3 8.9%
	21 to 25 years	10 30.2%
	More than 25 years	3 10.7%
	DK/NA	0 .0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?	Less than 1 year				a
	1 to 3 years				.
	4 to 9 years				.
	10 to 15 years				.
	16 to 20 years				.
	21 to 25 years				.
	More than 25 years		a	a	a
	DK/NA				.

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations	
	Not sure/DK/NA	
	(E)	
C. To begin, how many years have you lived at your local residence?	Less than 1 year	a
	1 to 3 years	.
	4 to 9 years	.
	10 to 15 years	.
	16 to 20 years	.
	21 to 25 years	A B C
	More than 25 years	.
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
C. To begin, how many years have you lived at your local residence?	Total	527	61	465	1
	Less than 1 year	19	4	15	0
		3.7%	7.3%	3.2%	.0%
	1 to 3 years	66	3	63	0
		12.5%	4.2%	13.6%	.0%
	4 to 9 years	142	15	127	0
		27.0%	25.3%	27.3%	.0%
	10 to 15 years	92	11	80	1
		17.5%	17.7%	17.3%	100.0%
	16 to 20 years	81	10	71	0
		15.3%	16.2%	15.2%	.0%
21 to 25 years	48	2	46	0	
	9.1%	3.1%	9.9%	.0%	
More than 25 years	76	13	63	0	
	14.4%	21.2%	13.5%	.0%	
DK/NA	3	3	0	0	
	.6%	5.2%	.0%	.0%	

Comparisons of Column Proportions ^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
C. To begin, how many years have you lived at your local residence?	Less than 1 year			a,b
	1 to 3 years		A	a,b
	4 to 9 years			a,b
	10 to 15 years			a,b
	16 to 20 years			a,b
	21 to 25 years			a,b
	More than 25 years			a,b
	DK/NA		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
C. To begin, how many years have you lived at your local residence?	Total	527	398	128	1
	Less than 1 year	19	19	0	0
		3.7%	4.9%	.0%	.0%
	1 to 3 years	66	49	16	0
		12.5%	12.4%	12.7%	.0%
	4 to 9 years	142	110	33	0
		27.0%	27.5%	25.5%	.0%
	10 to 15 years	92	67	25	0
		17.5%	16.8%	19.8%	.0%
	16 to 20 years	81	64	16	1
		15.3%	16.0%	12.5%	100.0%
21 to 25 years	48	34	15	0	
	9.1%	8.4%	11.4%	.0%	
More than 25 years	76	52	23	0	
	14.4%	13.2%	18.2%	.0%	
DK/NA	3	3	0	0	
	.6%	.8%	.0%	.0%	

Comparisons of Column Proportions ^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	B		a,b
	1 to 3 years			a,b
	4 to 9 years			a,b
	10 to 15 years			a,b
	16 to 20 years			a,b
	21 to 25 years			a,b
	More than 25 years			a,b
	DK/NA		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
C. To begin, how many years have you lived at your local residence?	Total	527	160	188	60	30
	Less than 1 year	19	13	4	1	0
		3.7%	8.4%	2.2%	1.2%	.0%
	1 to 3 years	66	12	28	13	3
		12.5%	7.2%	14.9%	21.5%	9.5%
	4 to 9 years	142	45	40	28	2
		27.0%	28.4%	21.0%	46.8%	6.3%
	10 to 15 years	92	22	43	6	9
		17.5%	13.8%	22.8%	9.5%	30.3%
	16 to 20 years	81	30	32	5	2
		15.3%	19.0%	17.0%	7.9%	8.1%
21 to 25 years	48	8	17	4	5	
	9.1%	4.8%	9.0%	7.4%	17.1%	
More than 25 years	76	29	22	3	9	
	14.4%	18.3%	11.5%	5.7%	28.7%	
DK/NA	3	0	3	0	0	
	.6%	.0%	1.7%	.0%	.0%	

		First Favorable/Unfavorable
		Not sure/No opinion/DK/N A
C. To begin, how many years have you lived at your local residence?	Total	89
	Less than 1 year	1
		1.4%
	1 to 3 years	10
		11.5%
	4 to 9 years	27
		30.7%
	10 to 15 years	13
		14.1%
	16 to 20 years	11
	12.5%	
21 to 25 years	14	
	15.5%	
More than 25 years	13	
	14.4%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	B			a
	1 to 3 years			A	
	4 to 9 years			B D	
	10 to 15 years				
	16 to 20 years				
	21 to 25 years				
	More than 25 years				C
	DK/NA	a		a	a

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/N A
		(E)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	
	1 to 3 years	
	4 to 9 years	
	10 to 15 years	
	16 to 20 years	
	21 to 25 years	A
	More than 25 years	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
Total	527	205	195	43	40
Less than 1 year	19	12	5	1	0
	3.7%	5.9%	2.8%	1.7%	.0%
1 to 3 years	66	17	27	14	1
	12.5%	8.2%	13.9%	31.3%	2.3%
4 to 9 years	142	57	49	9	14
	27.0%	27.8%	25.1%	21.4%	33.7%
10 to 15 years	92	33	36	10	8
	17.5%	16.1%	18.5%	23.8%	19.7%
16 to 20 years	81	37	35	1	3
	15.3%	18.3%	18.0%	2.7%	8.6%
21 to 25 years	48	16	15	4	5
	9.1%	7.6%	7.4%	10.1%	11.8%
More than 25 years	76	33	25	4	10
	14.4%	16.1%	12.6%	9.0%	23.9%
DK/NA	3	0	3	0	0
	.6%	.0%	1.6%	.0%	.0%

	Second Favorable/Unfavorable
	Not sure/No opinion/DK/NA A
Total	43
Less than 1 year	1
	2.8%
1 to 3 years	7
	16.8%
4 to 9 years	13
	30.6%
10 to 15 years	5
	11.4%
16 to 20 years	3
	7.5%
21 to 25 years	9
	20.7%
More than 25 years	4
	10.3%
DK/NA	0
	.0%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?	Less than 1 year				
	1 to 3 years			A D	
	4 to 9 years				
	10 to 15 years				
	16 to 20 years				
	21 to 25 years				
	More than 25 years				
	DK/NA	a		a	a

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA A
		(E)
C. To begin, how many years have you lived at your local residence?	Less than 1 year	
	1 to 3 years	
	4 to 9 years	
	10 to 15 years	
	16 to 20 years	
	21 to 25 years	
	More than 25 years	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
C. To begin, how many years have you lived at your local residence?	Total	527	78	19	322	65
	Less than 1 year	19	1	0	16	1
		3.7%	1.6%	.0%	5.0%	1.1%
	1 to 3 years	66	7	5	37	10
		12.5%	9.0%	24.6%	11.5%	15.2%
	4 to 9 years	142	27	5	79	18
		27.0%	34.9%	27.2%	24.5%	27.4%
	10 to 15 years	92	5	3	64	15
		17.5%	6.6%	18.6%	19.9%	22.8%
	16 to 20 years	81	13	1	60	4
		15.3%	16.1%	4.9%	18.7%	5.7%
21 to 25 years	48	13	2	17	7	
	9.1%	17.2%	9.5%	5.2%	11.3%	
More than 25 years	76	12	3	46	11	
	14.4%	14.7%	15.2%	14.4%	16.5%	
DK/NA	3	0	0	3	0	
	.6%	.0%	.0%	1.0%	.0%	

		Shift	
		DK/NA on Both	Switch to DK/NA
C. To begin, how many years have you lived at your local residence?	Total	17	26
	Less than 1 year	0	1
		.0%	4.5%
	1 to 3 years	1	6
		8.1%	22.3%
	4 to 9 years	7	6
		43.0%	22.8%
	10 to 15 years	5	0
		27.7%	1.2%
	16 to 20 years	0	3
		2.3%	10.7%
21 to 25 years	1	8	
	5.0%	30.5%	
More than 25 years	2	2	
	13.9%	8.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
C. To begin, how many years have you lived at your local residence?	Less than 1 year		a		
	1 to 3 years				
	4 to 9 years				
	10 to 15 years				
	16 to 20 years				
	21 to 25 years	C			
	More than 25 years				
	DK/NA	a	a		a

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
C. To begin, how many years have you lived at your local residence?	Less than 1 year		
	1 to 3 years		
	4 to 9 years		
	10 to 15 years		
	16 to 20 years		C
	21 to 25 years		
	More than 25 years		
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
1. What do you feel is the biggest problem facing this community?	Total	527	527
	Airport noise or airport annoyances	19	19
		3.6%	3.6%
	Cost of living	87	87
		16.6%	16.6%
	Economy	17	17
		3.2%	3.2%
	Education	23	23
		4.4%	4.4%
	Environmental issues	8	8
		1.5%	1.5%
	Fire prevention	16	16
		3.0%	3.0%
	Lack of affordable housing/high home prices	159	159
		30.3%	30.3%
Medical and emergency services	7	7	
	1.3%	1.3%	
Too much population growth or development	63	63	
	12.0%	12.0%	
Traffic congestion	81	81	
	15.4%	15.4%	
Other	23	23	
	4.3%	4.3%	
DK/NA	24	24	
	4.5%	4.5%	

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	.
	Cost of living	.
	Economy	.
	Education	.
	Environmental issues	.
	Fire prevention	.
	Lack of affordable housing/high home prices	.
	Medical and emergency services	.
	Too much population growth or development	.
	Traffic congestion	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
1. What do you feel is the biggest problem facing this community?	Total	527	284	240	3
	Airport noise or airport annoyances	19	16	3	0
		3.6%	5.6%	1.2%	.0%
	Cost of living	87	39	48	1
		16.6%	13.6%	20.0%	26.9%
	Economy	17	8	9	0
		3.2%	3.0%	3.6%	.0%
	Education	23	3	20	0
		4.4%	1.0%	8.5%	.0%
	Environmental issues	8	3	5	0
		1.5%	1.2%	1.9%	.0%
	Fire prevention	16	14	1	0
		3.0%	5.0%	.6%	.0%
Lack of affordable housing/high home prices	159	84	76	0	
	30.3%	29.4%	31.6%	.0%	
Medical and emergency services	7	6	1	0	
	1.3%	2.1%	.3%	.0%	
Too much population growth or development	63	37	26	0	
	12.0%	13.1%	10.8%	.0%	
Traffic congestion	81	45	34	2	
	15.4%	15.9%	14.2%	73.1%	
Other	23	17	6	0	
	4.3%	5.9%	2.4%	.0%	
DK/NA	24	12	12	0	
	4.5%	4.2%	4.9%	.0%	

Comparisons of Column Proportions ^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	B	.	a
	Cost of living	.	.	.
	Economy	.	.	a
	Education	.	A	a
	Environmental issues	.	.	a
	Fire prevention	B	.	a
	Lack of affordable housing/high home prices	.	.	a
	Medical and emergency services	.	.	a
	Too much population growth or development	.	.	a
	Traffic congestion	.	.	A B
	Other	.	.	a
	DK/NA	.	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
1. What do you feel is the biggest problem facing this community?	Total	527	77	101	110	162	70	7
	Airport noise or airport annoyances	19	0	10	1	6	2	0
		3.6%	.0%	9.5%	.9%	3.8%	3.0%	.0%
	Cost of living	87	24	21	19	15	8	0
		16.6%	31.3%	20.8%	17.3%	9.0%	11.7%	5.6%
	Economy	17	4	0	9	2	2	0
		3.2%	4.9%	.0%	8.6%	1.1%	3.0%	.0%
	Education	23	7	11	3	1	1	0
		4.4%	9.2%	10.4%	2.9%	.6%	1.8%	.0%
	Environmental issues	8	0	0	1	3	4	0
		1.5%	.0%	.0%	.9%	1.8%	5.9%	.0%
	Fire prevention	16	0	0	5	6	4	0
		3.0%	.0%	.0%	4.5%	3.8%	6.4%	.0%
Lack of affordable housing/high home prices	159	32	39	39	35	10	5	
	30.3%	40.9%	38.2%	35.8%	21.3%	14.3%	79.7%	
Medical and emergency services	7	0	0	0	7	0	0	
	1.3%	.0%	.0%	.0%	4.2%	.0%	.0%	
Too much population growth or development	63	4	2	7	41	9	0	
	12.0%	5.0%	2.4%	6.2%	25.3%	13.0%	.0%	
Traffic congestion	81	3	12	17	31	18	1	
	15.4%	3.7%	11.5%	15.8%	19.1%	25.5%	11.2%	
Other	23	4	1	6	9	3	0	
	4.3%	5.0%	1.1%	5.2%	5.6%	3.7%	3.5%	
DK/NA	24	0	6	2	7	8	0	
	4.5%	.0%	6.2%	1.7%	4.5%	11.7%	.0%	

Comparisons of Column Proportions^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
1. What do you feel is the biggest problem facing this community?	a	C				a
Airport noise or airport annoyances	.					.
Cost of living	D		D			.
Economy		a				a
Education	D	D				a
Environmental issues	a	a				a
Fire prevention	a	a				a
Lack of affordable housing/high home prices	D E	D E	E			D E
Medical and emergency services	a	a	a		a	a
Too much population growth or development				A B C		a
Traffic congestion				A	A	
Other						
DK/NA	a				C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date						
		May 26	May 27	May 28	May 29	May 30	May 31	
1. What do you feel is the biggest problem facing this community?	Total	527	19	60	14	21	33	21
Airport noise or airport annoyances	19	2	1	1	1	2	0	
Cost of living	3.6%	10.5%	2.2%	6.8%	6.1%	6.2%	.0%	
Economy	87	4	4	1	3	4	1	
Education	16.6%	21.9%	6.2%	8.8%	13.7%	11.6%	5.8%	
Environmental issues	17	1	2	0	0	2	0	
Fire prevention	3.2%	5.4%	2.7%	.0%	.0%	5.3%	.0%	
Lack of affordable housing/high home prices	23	0	4	0	0	0	7	
Medical and emergency services	4.4%	.0%	5.9%	.0%	.0%	.6%	34.0%	
Too much population growth or development	8	0	1	0	0	0	0	
Traffic congestion	1.5%	.0%	2.1%	.0%	.0%	.0%	2.0%	
Other	16	1	2	0	0	0	0	
DK/NA	3.0%	6.8%	3.0%	1.6%	.0%	1.2%	.0%	
	159	4	27	8	8	7	3	
	30.3%	21.7%	45.6%	59.3%	38.2%	20.0%	13.7%	
	7	0	0	0	0	0	0	
	1.3%	.0%	.0%	.0%	.0%	.0%	.0%	
	63	1	10	1	6	10	1	
	12.0%	7.2%	15.9%	6.8%	26.7%	28.6%	3.9%	
	81	3	9	1	1	6	2	
	15.4%	14.3%	15.1%	4.7%	3.2%	19.5%	7.2%	
	23	2	1	1	2	2	1	
	4.3%	12.2%	.8%	6.8%	7.9%	4.6%	6.8%	
	24	0	0	1	1	1	6	
	4.5%	.0%	.4%	5.3%	4.2%	2.2%	26.5%	

	Total	Date						
		June 1	June 2	June 3	June 4	June 5	June 7	June 8
1. What do you feel is the biggest problem facing this community?	Total	31	6	19	5	9	26	49
Airport noise or airport annoyances	0	0	0	0	0	1	7	
Cost of living	.0%	.0%	1.1%	.0%	4.6%	2.8%	14.9%	
Economy	9	2	1	1	0	5	6	
Education	30.4%	37.0%	4.9%	13.1%	.0%	17.3%	12.8%	
Environmental issues	0	0	0	0	0	0	0	
Fire prevention	.0%	.0%	2.2%	.0%	.0%	.8%	.0%	
Lack of affordable housing/high home prices	6	0	1	0	1	0	2	
Medical and emergency services	20.0%	.0%	5.0%	.0%	13.1%	.0%	4.4%	
Too much population growth or development	0	0	1	0	1	0	0	
Traffic congestion	.0%	.0%	5.7%	.0%	11.0%	1.4%	.0%	
Other	1	0	0	0	2	0	4	
DK/NA	2.0%	.0%	.0%	.0%	23.0%	1.6%	7.5%	
	9	0	4	3	3	9	4	
	28.3%	.0%	23.1%	63.1%	36.1%	36.2%	7.2%	
	0	0	0	0	0	1	0	
	.0%	.0%	.0%	.0%	.0%	2.8%	.0%	
	2	1	2	0	1	4	4	
	5.3%	14.9%	10.6%	.0%	7.8%	14.5%	7.9%	
	2	1	9	1	0	3	14	
	6.1%	11.7%	47.5%	23.8%	4.4%	12.1%	29.4%	
	1	2	0	0	0	0	2	
	2.6%	36.4%	.0%	.0%	.0%	.0%	3.2%	
	2	0	0	0	0	3	6	
	5.3%	.0%	.0%	.0%	.0%	10.6%	12.7%	

	Total	Date					
		June 9	June 10	June 11	June 12	June 13	June 14
1. What do you feel is the biggest problem facing this community?	Total	43	19	42	13	4	9
Airport noise or airport annoyances	0	0	1	0	0	0	
Cost of living	.5%	.0%	3.2%	.0%	.0%	.0%	
Economy	10	3	11	1	0	0	
Education	24.0%	13.9%	26.5%	8.7%	2.5%	1.1%	
Environmental issues	1	0	4	0	0	0	
Fire prevention	2.4%	.9%	8.9%	.0%	.0%	.0%	
Lack of affordable housing/high home prices	1	0	0	0	0	0	
Medical and emergency services	2.9%	.0%	.0%	.0%	.0%	.0%	
Too much population growth or development	0	1	0	0	0	0	
Traffic congestion	.0%	3.9%	.0%	.0%	.0%	5.3%	
Other	2	0	2	2	0	0	
DK/NA	3.6%	.0%	3.7%	13.1%	.0%	.0%	
	15	8	14	7	4	0	
	35.2%	42.9%	32.0%	56.0%	97.5%	.0%	
	0	0	6	0	0	0	
	.0%	.0%	14.4%	.0%	.0%	.0%	
	6	2	1	0	0	4	
	13.8%	12.5%	1.7%	.0%	.0%	42.9%	
	6	5	3	3	0	4	
	14.8%	25.8%	6.2%	21.3%	.0%	41.5%	
	0	0	0	0	0	1	
	.5%	.0%	.0%	.0%	.0%	9.0%	
	1	0	1	0	0	0	
	2.4%	.0%	3.4%	.8%	.0%	.0%	

		Date		
		June 15	June 16	June 17
1. What do you feel is the biggest problem facing this community?	Total	3	5	76
	Airport noise or airport annoyances	0	0	1
	Cost of living	88.3%	.0%	24.3%
	Economy	0	0	7
	Education	0	0	0
	Environmental issues	0	0	2
	Fire prevention	0	0	0
	Lack of affordable housing/high home prices	0	0	22
	Medical and emergency services	0	0	0
	Too much population growth or development	0	1	8
	Traffic congestion	0	3	6
	Other	0	0	8
	DK/NA	0	0	2
		.0%	.0%	2.9%

Comparisons of Column Proportions^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances						a	a
	Cost of living			a	a		a	a
	Economy			a	a		B E M N V	V
	Education	a		a	a	a		a
	Environmental issues	a		a	a	a		a
	Fire prevention				a		a	
	Lack of affordable housing/high home prices		M	M				
	Medical and emergency services	a	a	a	a	a	a	a
	Too much population growth or development							
	Traffic congestion							
	Other	a						
	DK/NA						B V	

Comparisons of Column Proportions^{b,c}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances			a				
	Cost of living				a			
	Economy	a		a	a		a	
	Education	a		a		a		a
	Environmental issues	a		a			a	a
	Fire prevention	a	a			V		
	Lack of affordable housing/high home prices	a		M				
	Medical and emergency services	a	a	a	a		a	a
	Too much population growth or development			a				
	Traffic congestion		P V	a	a	a		
	Other	B N	a	a	a			
	DK/NA	a	a	a	a			

Comparisons of Column Proportions^{b,c}

		Date					
		June 10	June 11	June 12	June 13	June 14	June 15
		(O)	(P)	(Q)	(R)	(S)	(T)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a		a	a	a	a
	Cost of living						B
	Economy			a	a	a	a
	Education	a	a	a	a	a	a
	Environmental issues			a	a	a	a
	Fire prevention	a			a	a	a
	Lack of affordable housing/high home prices			M	M	a	a
	Medical and emergency services	a		a	a	a	a
	Too much population growth or development			a	a	P	
	Traffic congestion				a		a
	Other	a	a	a	a	a	a
	DK/NA	a			a		a

Comparisons of Column Proportions^{b,c}

		Date	
		June 16	June 17
		(U)	(V)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a	
	Cost of living	a	
	Economy	a	
	Education	a	
	Environmental issues		
	Fire prevention	a	
	Lack of affordable housing/high home prices	a	
	Medical and emergency services	a	a
	Too much population growth or development		
	Traffic congestion	D G P V	
	Other		
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Zip Code							
		95728	96140	96141	96142	96143	96145	96146	
1. What do you feel is the biggest problem facing this community?	Total	527	10	18	11	12	72	53	19
	Airport noise or airport annoyances	19	0	0	6	0	0	0	0
		3.6%	.0%	2.4%	56.3%	.0%	.0%	.0%	.0%
	Cost of living	87	2	2	0	2	15	4	6
		16.6%	23.9%	13.5%	.0%	13.0%	20.6%	8.0%	31.5%
	Economy	17	0	0	0	0	0	5	0
		3.2%	.0%	.0%	.3%	.0%	.0%	8.7%	.0%
	Education	23	1	1	0	0	0	1	0
		4.4%	12.2%	6.2%	.0%	.0%	.0%	1.5%	1.2%
	Environmental issues	8	1	1	0	0	2	0	0
		1.5%	6.1%	4.2%	3.2%	.0%	2.3%	.8%	.0%
	Fire prevention	16	1	1	0	0	6	1	0
		3.0%	6.1%	7.0%	.0%	.0%	8.7%	2.1%	.0%
	Lack of affordable housing/high home prices	159	2	6	4	7	16	20	9
		30.3%	21.9%	32.7%	35.9%	56.9%	22.0%	38.0%	44.6%
	Medical and emergency services	7	0	0	0	0	0	0	0
		1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Too much population growth or development	63	1	3	0	3	15	2	0
		12.0%	14.7%	18.5%	3.9%	30.0%	20.7%	4.0%	.0%
	Traffic congestion	81	0	3	0	0	18	16	4
		15.4%	4.1%	15.4%	.3%	.0%	25.6%	29.6%	22.2%
	Other	23	1	0	0	0	0	3	0
		4.3%	11.2%	.0%	.0%	.0%	.0%	5.8%	.4%
	DK/NA	24	0	0	0	0	0	1	0
		4.5%	.0%	.0%	.0%	.0%	.0%	1.4%	.0%

	Total	Zip Code			
		96148	96160	96162	
1. What do you feel is the biggest problem facing this community?	Total	14	11	301	7
	Airport noise or airport annoyances	0	0	12	0
		.0%	.0%	4.1%	.0%
	Cost of living	1	0	55	0
		8.7%	.0%	18.2%	.0%
	Economy	0	0	12	0
		1.1%	.0%	4.1%	.0%
	Education	6	0	6	7
		43.7%	.0%	2.1%	99.9%
	Environmental issues	1	0	3	0
		7.3%	.0%	1.1%	.0%
	Fire prevention	1	0	5	0
		6.6%	.0%	1.8%	.0%
	Lack of affordable housing/high home prices	3	7	87	0
		19.3%	62.9%	28.9%	.0%
	Medical and emergency services	0	0	7	0
		.0%	.0%	2.3%	.0%
	Too much population growth or development	1	0	37	0
		4.8%	.0%	12.2%	.0%
	Traffic congestion	1	4	35	0
		5.9%	37.1%	11.7%	.0%
	Other	0	0	18	0
		2.6%	.0%	6.0%	.0%
	DK/NA	0	0	23	0
		.0%	.0%	7.6%	.0%

Comparisons of Column Proportions^{b,c}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a	.	B I J	a	a	a	a	a
	Cost of living	.	.	a	.	.	.	.	.
	Economy	a	a	.	a	a	.	a	.
	Education	.	.	a	.	.	.	.	F J
	Environmental issues	.	.	.	.	.	.	.	.
	Fire prevention	.	.	.	.	.	.	a	.
	Lack of affordable housing/high home prices	.	.	.	.	.	.	.	.
	Medical and emergency services	a	a	a	a	a	a	a	a
	Too much population growth or development	.	.	.	.	.	.	.	.
	Traffic congestion	.	.	a	a	a	J	.	.
	Other	.	.	.	.	.	.	.	.
	DK/NA	a	a	a	a	a	.	.	a

Comparisons of Column Proportions^{b,c}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	.	.	.
	Cost of living	.	.	a
	Economy	a	.	.
	Education	.	.	A B F G I J
	Environmental issues	a	.	a
	Fire prevention	.	.	.
	Lack of affordable housing/high home prices	.	.	.
	Medical and emergency services	a	.	a
	Too much population growth or development	a	.	.
	Traffic congestion	.	.	a
	Other	.	.	a
	DK/NA	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Neighborhood				
		Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	319	2	26	24	7	70
Airport noise or airport annoyances	12	0	0	1	1	0
Cost of living	55	1	9	1	1	11
Economy	12	0	0	0	0	9
Education	14	0	0	7	0	1
Environmental issues	3	0	0	0	0	0
Fire prevention	5	0	0	0	0	0
Lack of affordable housing/high home prices	94	0	4	14	4	22
Medical and emergency services	7	0	6	0	0	0
Too much population growth or development	37	0	3	0	1	6
Traffic congestion	39	0	0	0	0	14
Other	18	0	1	0	1	1
DK/NA	23	1	1	0	0	5

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
1. What do you feel is the biggest problem facing this community?	Total	7	7	6	2
	Airport noise or airport annoyances	0 .0%	0 .0%	0 6.4%	0 .0%
	Cost of living	2 26.8%	0 .0%	0 .0%	0 .0%
	Economy	0 .0%	0 .0%	0 .0%	0 .0%
	Education	0 .0%	0 .0%	0 6.4%	0 .0%
	Environmental issues	0 .0%	0 .0%	0 6.6%	0 .0%
	Fire prevention	0 6.3%	0 .0%	0 6.4%	0 .0%
	Lack of affordable housing/high home prices	3 45.6%	0 .0%	4 67.8%	1 30.5%
	Medical and emergency services	0 .0%	0 .0%	0 .0%	0 .0%
	Too much population growth or development	1 15.7%	1 9.9%	0 .0%	1 39.0%
	Traffic congestion	0 5.6%	0 5.6%	0 6.4%	1 30.5%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	6 84.5%	0 .0%	0 .0%

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
1. What do you feel is the biggest problem facing this community?	Total	13	42	24	58	26
	Airport noise or airport annoyances	2 15.6%	2 5.5%	1 6.3%	3 5.8%	1 3.9%
	Cost of living	1 7.6%	12 28.1%	0 .0%	14 23.7%	5 18.1%
	Economy	1 9.1%	0 .0%	0 .9%	1 1.4%	1 3.2%
	Education	0 .0%	3 8.1%	0 .0%	1 2.6%	0 1.6%
	Environmental issues	0 .0%	1 2.7%	0 .0%	1 1.8%	0 .0%
	Fire prevention	1 4.5%	1 3.0%	0 .9%	1 2.0%	1 3.6%
	Lack of affordable housing/high home prices	3 18.7%	7 18.0%	10 41.4%	19 32.4%	3 12.0%
	Medical and emergency services	0 .0%	0 .0%	0 .0%	1 1.3%	0 .0%
	Too much population growth or development	1 7.0%	6 13.9%	5 21.9%	8 14.0%	3 11.2%
	Traffic congestion	3 25.2%	5 12.6%	4 15.4%	7 11.6%	3 11.0%
	Other	1 5.4%	2 5.6%	2 10.1%	1 2.3%	3 11.3%
	DK/NA	1 6.9%	1 2.6%	1 3.1%	1 1.1%	6 24.2%

	Neighborhood
	DK/NA
Total	5
Airport noise or airport annoyances	0 .0%
Cost of living	0 .0%
Economy	0 .0%
Education	0 .0%
Environmental issues	0 .0%
Fire prevention	0 .0%
Lack of affordable housing/high home prices	0 4.0%
Medical and emergency services	0 .0%
Too much population growth or development	1 13.8%
Traffic congestion	0 .0%
Other	4 82.1%
DK/NA	0 .0%

Comparisons of Column Proportions^{b,c}

	Neighborhood				
	Alder	Donner Lake	Downtown	Gateway	Glenshire
	(A)	(B)	(C)	(D)	(E)
Airport noise or airport annoyances		a			
Cost of living					
Economy	a	a	a	a	
Education	a	a	E M	a	
Environmental issues	a		a	a	a
Fire prevention					
Lack of affordable housing/high home prices	a		K N		
Medical and emergency services	a	M	a	a	a
Too much population growth or development	a				
Traffic congestion				a	
Other	a				
DK/NA					

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
		(F)	(G)	(H)	(I)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a	a		a
	Cost of living	.	.		.
	Economy	a	a	a	a
	Education	.	a	.	a
	Environmental issues	a	a		a
	Fire prevention	.	a		a
	Lack of affordable housing/high home prices				.
	Medical and emergency services	a	a	a	a
	Too much population growth or development	.		a	.
	Traffic congestion				
	Other	a	a	a	a
	DK/NA	a	B E J K L M		a

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	E				
	Cost of living			a		
	Economy		a	.		
	Education	a	.	a		
	Environmental issues	a		a		a
	Fire prevention					
	Lack of affordable housing/high home prices					
	Medical and emergency services	a	a	a		a
	Too much population growth or development					
	Traffic congestion					
	Other					
	DK/NA					M

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a
	Cost of living	.
	Economy	a
	Education	a
	Environmental issues	a
	Fire prevention	a
	Lack of affordable housing/high home prices	.
	Medical and emergency services	a
	Too much population growth or development	.
	Traffic congestion	a
	Other	B C E J K L M
	DK/NA	N a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
1. What do you feel is the biggest problem facing this community?	Total	527	19	66	142	92
	Airport noise or airport annoyances	19	0	1	10	2
		3.6%	.0%	1.4%	7.2%	2.1%
	Cost of living	87	2	12	23	19
		16.6%	9.9%	18.2%	15.9%	20.5%
	Economy	17	4	1	8	0
		3.2%	21.6%	1.6%	5.4%	.0%
	Education	23	1	2	10	0
		4.4%	6.3%	3.2%	7.0%	.2%
	Environmental issues	8	1	1	0	1
		1.5%	3.7%	1.6%	.0%	.7%
	Fire prevention	16	0	0	0	3
		3.0%	.0%	.7%	.1%	3.6%
	Lack of affordable housing/high home prices	159	9	23	49	33
		30.3%	48.3%	34.9%	34.7%	36.3%
	Medical and emergency services	7	0	6	0	0
		1.3%	.0%	9.3%	.0%	.0%
	Too much population growth or development	63	0	4	13	10
	12.0%	.0%	5.3%	8.8%	10.5%	
Traffic congestion	81	1	12	22	12	
	15.4%	3.2%	18.4%	15.6%	12.8%	
Other	23	0	3	7	6	
	4.3%	.0%	4.0%	4.7%	6.6%	
DK/NA	24	1	1	1	6	
	4.5%	6.9%	1.4%	.6%	6.8%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
1. What do you feel is the biggest problem facing this community?	Total	81	48	76	3
	Airport noise or airport annoyances	4 4.5%	1 2.8%	1 1.1%	0 .0%
	Cost of living	12 14.9%	2 4.7%	18 23.5%	0 .0%
	Economy	1 1.6%	1 2.7%	2 2.2%	0 .0%
	Education	2 2.3%	8 16.2%	0 .0%	0 .0%
	Environmental issues	1 1.8%	1 1.3%	4 4.6%	0 .0%
	Fire prevention	5 6.1%	3 6.8%	3 4.5%	0 .0%
	Lack of affordable housing/high home prices	24 30.0%	8 16.0%	9 12.3%	3 100.0%
	Medical and emergency services	1 .9%	0 .0%	0 .0%	0 .0%
	Too much population growth or development	14 17.3%	13 26.1%	11 14.3%	0 .0%
	Traffic congestion	11 13.1%	8 15.6%	17 21.9%	0 .0%
	Other	2 2.7%	1 2.1%	4 5.4%	0 .0%
	DK/NA	4 4.8%	3 5.6%	8 10.1%	0 .0%

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				
	Cost of living				a
	Economy	B E G			
	Education				
	Environmental issues			a	
	Fire prevention	a			
	Lack of affordable housing/high home prices	G	G	G	G
	Medical and emergency services	a	E	a	a
	Too much population growth or development	a			
	Traffic congestion				
	Other	a			
DK/NA					

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				a
	Cost of living				a
	Economy				a
	Education		D	a	a
	Environmental issues				a
	Fire prevention		C		a
	Lack of affordable housing/high home prices				a
	Medical and emergency services		a	a	a
	Too much population growth or development		B C		a
	Traffic congestion				a
	Other				a
DK/NA			C	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Rent/Own		
		Rent	Own	Not sure/DK/NA
Total	527	154	369	4
Airport noise or airport annoyances	19 3.6%	8 4.9%	11 3.1%	0 .0%
Cost of living	87 16.6%	26 16.8%	61 16.5%	1 16.2%
Economy	17 3.2%	5 3.4%	12 3.2%	0 .0%
Education	23 4.4%	7 4.8%	16 4.3%	0 .0%
Environmental issues	8 1.5%	0 .0%	8 2.2%	0 .0%
Fire prevention	16 3.0%	0 .0%	16 4.2%	0 .0%
Lack of affordable housing/high home prices	159 30.3%	66 42.5%	94 25.5%	0 .0%
Medical and emergency services	7 1.3%	6 4.0%	1 .2%	0 .0%
Too much population growth or development	63 12.0%	13 8.7%	49 13.3%	1 16.2%
Traffic congestion	81 15.4%	10 6.5%	68 18.6%	3 67.6%
Other	23 4.3%	5 3.2%	18 4.8%	0 .0%
DK/NA	24 4.5%	8 5.2%	16 4.2%	0 .0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances			a
	Cost of living			.
	Economy			a
	Education			.
	Environmental issues	a		a
	Fire prevention	.		.
	Lack of affordable housing/high home prices	B		a
	Medical and emergency services	B		a
	Too much population growth or development			.
	Traffic congestion		A	A B
	Other			a
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
Total	369	365	3
Airport noise or airport annoyances	11 3.1%	11 3.1%	0 .0%
Cost of living	61 16.5%	60 16.3%	1 37.7%
Economy	12 3.2%	12 3.2%	0 .0%
Education	16 4.3%	16 4.2%	0 7.1%
Environmental issues	8 2.2%	8 2.2%	0 .0%
Fire prevention	16 4.2%	15 4.1%	1 19.4%
Lack of affordable housing/high home prices	94 25.5%	93 25.4%	1 35.9%
Medical and emergency services	1 .2%	1 .2%	0 .0%
Too much population growth or development	49 13.3%	49 13.4%	0 .0%
Traffic congestion	68 18.6%	68 18.7%	0 .0%
Other	18 4.8%	18 4.8%	0 .0%
DK/NA	16 4.2%	16 4.2%	0 .0%

1. What do you feel is the biggest problem facing this community?

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances		a
	Cost of living		.
	Economy		a
	Education		.
	Environmental issues		a
	Fire prevention		.
	Lack of affordable housing/high home prices		.
	Medical and emergency services		a
	Too much population growth or development		a
	Traffic congestion		a
	Other		a
	DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
Total	527	2	2	8	397
Airport noise or airport annoyances	19 3.6%	0 .0%	0 .0%	0 .0%	12 3.0%
Cost of living	87 16.6%	2 100.0%	0 .0%	3 35.4%	68 17.2%
Economy	17 3.2%	0 .0%	0 .0%	0 .0%	11 2.7%
Education	23 4.4%	0 .0%	0 .0%	1 13.1%	8 2.0%
Environmental issues	8 1.5%	0 .0%	0 .0%	0 .0%	8 1.9%
Fire prevention	16 3.0%	0 .0%	1 40.1%	0 .0%	15 3.8%
Lack of affordable housing/high home prices	159 30.3%	0 .0%	0 .0%	3 42.8%	125 31.5%
Medical and emergency services	7 1.3%	0 .0%	0 .0%	0 .0%	1 .2%
Too much population growth or development	63 12.0%	0 .0%	0 .0%	0 .0%	52 13.2%
Traffic congestion	81 15.4%	0 .0%	1 59.9%	0 .0%	65 16.4%
Other	23 4.3%	0 .0%	0 .0%	1 8.7%	21 5.3%
DK/NA	24 4.5%	0 .0%	0 .0%	0 .0%	11 2.7%

	Total	Ethnic Group			
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
Total	96		1	1	7
Airport noise or airport annoyances	6 6.3%	0 .0%	0 .0%	0 .0%	1 13.2%
Cost of living	12 12.8%	0 .0%	0 .0%	0 23.7%	1 18.1%
Economy	6 6.4%	0 .0%	0 .0%	0 .0%	0 .0%
Education	13 13.9%	0 .0%	0 .0%	0 .0%	0 .0%
Environmental issues	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Fire prevention	0 .0%	0 .0%	0 .0%	0 .0%	0 .7%
Lack of affordable housing/high home prices	23 24.3%	1 100.0%	1 52.4%	1 10.4%	1 10.4%
Medical and emergency services	6 6.3%	0 .0%	0 .0%	0 .0%	0 .0%
Too much population growth or development	7 7.4%	0 .0%	0 .1%	0 33.4%	2 33.4%
Traffic congestion	10 10.3%	0 .0%	0 23.8%	0 17.3%	1 17.3%
Other	0 .0%	0 .0%	0 .0%	0 6.9%	1 6.9%
DK/NA	12 12.3%	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnic Group
		DK/NA
1. What do you feel is the biggest problem facing this community?	Total	14
	Airport noise or airport annoyances	0 .0%
	Cost of living	1 6.3%
	Economy	0 .0%
	Education	1 5.5%
	Environmental issues	0 2.7%
	Fire prevention	0 .0%
	Lack of affordable housing/high home prices	6 40.8%
	Medical and emergency services	0 .0%
	Too much population growth or development	1 8.6%
	Traffic congestion	4 27.6%
	Other	0 2.2%
	DK/NA	1 6.3%

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a, b	a, b	.b	
	Cost of living	a, b	a, b		
	Economy	a, b	a, b	.b	
	Education	a, b	a, b		
	Environmental issues	a, b	a, b	.b	
	Fire prevention	a, b	a	.b	
	Lack of affordable housing/high home prices	a, b	a, b		
	Medical and emergency services	a, b	a, b	.b	
	Too much population growth or development	a, b	a, b	.b	
	Traffic congestion	a, b	a	.b	
	Other	a, b	a, b		
	DK/NA	a, b	a, b	.b	

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
		(E)	(F)	(G)	(H)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances		a, b	a, b	
	Cost of living		a, b	a	
	Economy		a, b	a, b	.b
	Education	D	a, b	a, b	.b
	Environmental issues	.b	a, b	a, b	.b
	Fire prevention		a, b	a, b	
	Lack of affordable housing/high home prices		a, b	a	
	Medical and emergency services	D	a, b	a, b	.b
	Too much population growth or development		a, b	a	
	Traffic congestion		a, b	a	
	Other	.b	a, b	a, b	
	DK/NA	D	a, b	a, b	

Comparisons of Column Proportions^{c,d}

		Ethnic Group
		DK/NA
		(I)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	.b
	Cost of living	
	Economy	
	Education	
	Environmental issues	
	Fire prevention	.b
	Lack of affordable housing/high home prices	
	Medical and emergency services	.b
	Too much population growth or development	
	Traffic congestion	
Other		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
Total	287	279	9
Airport noise or airport annoyances	11 3.9%	11 4.1%	0 .0%
Cost of living	50 17.4%	48 17.3%	2 19.6%
Economy	11 4.0%	11 4.1%	0 .0%
Education	13 4.6%	13 4.7%	0 .0%
Environmental issues	3 1.1%	3 1.1%	0 .0%
Fire prevention	4 1.5%	4 1.4%	0 4.6%
Lack of affordable housing/high home prices	90 31.5%	87 31.1%	4 41.5%
Medical and emergency services	7 2.4%	7 2.4%	0 .0%
Too much population growth or development	33 11.5%	31 11.2%	2 21.9%
Traffic congestion	36 12.6%	35 12.6%	1 12.3%
Other	11 3.7%	11 3.8%	0 .0%
DK/NA	17 5.8%	17 6.0%	0 .0%

1. What do you feel is the biggest problem facing this community?

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	.	a
	Cost of living	.	a
	Economy	.	a
	Education	.	a
	Environmental issues	.	a
	Fire prevention	.	a
	Lack of affordable housing/high home prices	.	a
	Medical and emergency services	.	a
	Too much population growth or development	.	a
	Traffic congestion	.	a
	Other	.	a
	DK/NA	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of Airport					
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
Total	287	2	26	24	7	70
Airport noise or airport annoyances	11 3.9%	0 .0%	0 .0%	1 3.1%	1 13.3%	0 .0%
Cost of living	50 17.4%	1 34.9%	9 33.8%	1 3.9%	1 10.4%	11 15.5%
Economy	11 4.0%	0 .0%	0 .0%	0 .0%	0 .0%	9 13.1%
Education	13 4.6%	0 .0%	0 .0%	7 30.4%	0 .0%	1 1.0%
Environmental issues	3 1.1%	0 .0%	0 .8%	0 .0%	0 .0%	0 .6%
Fire prevention	4 1.5%	0 10.2%	0 .8%	0 .0%	0 .0%	0 .0%
Lack of affordable housing/high home prices	90 31.5%	0 .0%	4 16.8%	14 60.8%	4 52.7%	22 30.8%
Medical and emergency services	7 2.4%	0 .0%	6 23.6%	0 .0%	0 .0%	0 .0%
Too much population growth or development	33 11.5%	0 .0%	3 12.1%	0 .0%	1 13.3%	6 9.2%
Traffic congestion	36 12.6%	0 19.9%	0 1.6%	0 .0%	0 .0%	14 20.7%
Other	11 3.7%	0 .0%	1 5.6%	0 1.8%	1 10.4%	1 1.9%
DK/NA	17 5.8%	1 34.9%	1 4.9%	0 .0%	0 .0%	5 7.1%

1. What do you feel is the biggest problem facing this community?

	Vicinity of Airport			
	Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
Total	7	6	13	42
Airport noise or airport annoyances	0 .0%	0 6.4%	2 15.6%	2 5.5%
Cost of living	0 .0%	0 .0%	1 7.6%	12 28.1%
Economy	0 .0%	0 .0%	1 9.1%	0 .0%
Education	0 .0%	0 6.4%	0 .0%	3 8.1%
Environmental issues	0 .0%	0 6.6%	0 .0%	1 2.7%
Fire prevention	0 .0%	0 6.4%	1 4.5%	1 3.0%
Lack of affordable housing/high home prices	0 .0%	4 67.8%	3 18.7%	7 18.0%
Medical and emergency services	0 .0%	0 .0%	0 .0%	0 .0%
Too much population growth or development	1 9.9%	0 .0%	1 7.0%	6 13.9%
Traffic congestion	0 5.6%	0 6.4%	3 25.2%	5 12.6%
Other	0 .0%	0 .0%	1 5.4%	2 5.6%
DK/NA	6 84.5%	0 .0%	1 6.9%	1 2.6%

1. What do you feel is the biggest problem facing this community?

	Vicinity of Airport		
	Prosser	Tahoe Donner	Not in Area
Total	24	58	9
Airport noise or airport annoyances	1 6.3%	3 5.8%	0 .0%
Cost of living	0 .0%	14 23.7%	2 19.6%
Economy	0 .9%	1 1.4%	0 .0%
Education	0 .0%	1 2.6%	0 .0%
Environmental issues	0 .0%	1 1.8%	0 .0%
Fire prevention	0 .9%	1 2.0%	0 4.6%
Lack of affordable housing/high home prices	10 41.4%	19 32.4%	4 41.5%
Medical and emergency services	0 .0%	1 1.3%	0 .0%
Too much population growth or development	5 21.9%	8 14.0%	2 21.9%
Traffic congestion	4 15.4%	7 11.6%	1 12.3%
Other	2 10.1%	1 2.3%	0 .0%
DK/NA	1 3.1%	1 1.1%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Vicinity of Airport				
	Alder	Donner Lake	Downtown	Gateway	Glenshire
	(A)	(B)	(C)	(D)	(E)
Airport noise or airport annoyances		a			
Cost of living				a	
Economy	a	a	a	a	
Education	a	a	E K	a	
Environmental issues	a		a	a	
Fire prevention			a	a	a
Lack of affordable housing/high home prices	a		I		
Medical and emergency services	a	K	a	a	a
Too much population growth or development	a			a	
Traffic congestion				a	
Other	a			a	
DK/NA	K		a		

Comparisons of Column Proportions ^{b,c}

	Vicinity of Airport			
	Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
	(F)	(G)	(H)	(I)
Airport noise or airport annoyances	a		E	
Cost of living	a			
Economy	a	a		a
Education	a		a	
Environmental issues	a		a	
Fire prevention	a			
Lack of affordable housing/high home prices				
Medical and emergency services	a	a	a	a
Too much population growth or development		a		
Traffic congestion				
Other	a	a		
DK/NA	B E H I J K			

Comparisons of Column Proportions ^{b,c}

	Vicinity of Airport		
	Prosser	Tahoe Donner	Not in Area
	(J)	(K)	(L)
Airport noise or airport annoyances			a
Cost of living	a		
Economy			a
Education	a		
Environmental issues	a		a
Fire prevention			
Lack of affordable housing/high home prices			
Medical and emergency services	a		a
Too much population growth or development			
Traffic congestion			a
Other			a
DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not enough
Total	527	18	276	133
Airport noise or airport annoyances	19	0	2	15
	3.6%	2.3%	.8%	11.6%
Cost of living	87	0	47	30
	16.6%	.0%	17.2%	22.8%
Economy	17	0	16	1
	3.2%	.0%	5.7%	.7%
Education	23	0	20	3
	4.4%	.0%	7.1%	2.4%
Environmental issues	8	0	2	3
	1.5%	.0%	.6%	2.4%
Fire prevention	16	1	8	5
	3.0%	4.5%	2.9%	3.5%
Lack of affordable housing/high home prices	159	5	82	32
	30.3%	29.7%	29.9%	24.3%
Medical and emergency services	7	6	0	0
	1.3%	33.5%	.0%	.0%
Too much population growth or development	63	1	30	16
	12.0%	7.4%	10.9%	12.0%
Traffic congestion	81	1	36	21
	15.4%	5.1%	12.9%	15.8%
Other	23	3	15	3
	4.3%	17.4%	5.3%	2.2%
DK/NA	24	0	19	3
	4.5%	.0%	6.8%	2.2%

1. What do you feel is the biggest problem facing this community?

	Amount Airport is Doing About Noise/Low Flying Aircraft	
	Total	Not sure/No opinion/DK/NA
Total	100	
Airport noise or airport annoyances	1	
	.7%	
Cost of living	10	
	9.8%	
Economy	0	
	.4%	
Education	0	
	.2%	
Environmental issues	3	
	3.3%	
Fire prevention	2	
	1.9%	
Lack of affordable housing/high home prices	39	
	39.4%	
Medical and emergency services	1	
	.7%	
Too much population growth or development	16	
	15.8%	
Traffic congestion	24	
	23.9%	
Other	2	
	2.1%	
DK/NA	2	
	1.8%	

1. What do you feel is the biggest problem facing this community?

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances			B D	
	Cost of living	a		D	
	Economy	a			
	Education		D		
	Environmental issues	a			
	Fire prevention				
	Lack of affordable housing/high home prices				
	Medical and emergency services	D	a	a	
	Too much population growth or development				
	Traffic congestion				
	Other	C D			
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
1. What do you feel is the biggest problem facing this community?	Total	527	66	99	163
	Airport noise or airport annoyances	19	8	8	0
	Cost of living	87	10	25	24
	Economy	17	1	1	7
	Education	23	0	1	16
	Environmental issues	8	1	0	5
	Fire prevention	16	2	6	1
	Lack of affordable housing/high home prices	159	19	16	61
	Medical and emergency services	7	0	6	1
	Too much population growth or development	63	9	14	10
	Traffic congestion	81	10	20	22
	Other	23	2	0	12
	DK/NA	24	3	0	5

		Reduce Number of Flights	
		Strongly disagree	Not sure/DK/NA
1. What do you feel is the biggest problem facing this community?	Total	123	77
	Airport noise or airport annoyances	3	0
	Cost of living	18	10
	Economy	7	1
	Education	5	1
	Environmental issues	1	2
	Fire prevention	4	3
	Lack of affordable housing/high home prices	36	27
	Medical and emergency services	0	0
	Too much population growth or development	14	16
	Traffic congestion	16	14
	Other	6	2
	DK/NA	15	1

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	D		a	
	Cost of living				
	Economy	a			
	Education			B	
	Environmental issues				
	Fire prevention				
	Lack of affordable housing/high home prices			B	
	Medical and emergency services	a	C		a
	Too much population growth or development				
	Traffic congestion				
	Other				
	DK/NA				B C E

Comparisons of Column Proportions ^{b,c}

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
1. What do you feel is the biggest problem facing this community?	
Airport noise or airport annoyances	a
Cost of living	
Economy	
Education	
Environmental issues	
Fire prevention	
Lack of affordable housing/high home prices	B
Medical and emergency services	a
Too much population growth or development	C
Traffic congestion	
Other	
DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Remain the Way it Is		
		Strongly agree	Somewhat agree	Somewhat disagree
1. What do you feel is the biggest problem facing this community?				
Total	527	82	172	132
Airport noise or airport annoyances	19 3.6%	2 2.7%	1 .8%	3 2.2%
Cost of living	87 16.6%	16 19.5%	27 15.6%	24 17.9%
Economy	17 3.2%	1 1.1%	2 1.3%	3 2.0%
Education	23 4.4%	7 8.7%	9 5.2%	3 2.4%
Environmental issues	8 1.5%	2 2.2%	3 1.5%	2 1.4%
Fire prevention	16 3.0%	1 1.0%	6 3.2%	3 2.5%
Lack of affordable housing/high home prices	159 30.3%	19 23.1%	59 34.3%	51 38.8%
Medical and emergency services	7 1.3%	6 7.4%	0 .0%	1 .6%
Too much population growth or development	63 12.0%	11 13.6%	23 13.3%	13 10.1%
Traffic congestion	81 15.4%	11 14.0%	23 13.2%	20 14.9%
Other	23 4.3%	3 4.0%	9 5.3%	6 4.6%
DK/NA	24 4.5%	2 2.7%	11 6.2%	3 2.4%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
1. What do you feel is the biggest problem facing this community?	Total	88	53
	Airport noise or airport annoyances	11 12.3%	1 2.7%
	Cost of living	12 13.8%	9 16.6%
	Economy	11 12.7%	0 .0%
	Education	4 4.2%	0 .0%
	Environmental issues	0 .0%	2 3.2%
	Fire prevention	3 3.8%	2 4.6%
	Lack of affordable housing/high home prices	19 21.4%	11 21.6%
	Medical and emergency services	0 .0%	0 .0%
	Too much population growth or development	5 5.1%	11 21.4%
	Traffic congestion	14 15.9%	14 25.7%
	Other	3 3.3%	1 2.3%
	DK/NA	7 7.4%	1 1.9%

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree (A)	Somewhat agree (B)	Somewhat disagree (C)	Strongly disagree (D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				B C
	Cost of living				A B C
	Economy				A B C
	Education				A B C
	Environmental issues				a
	Fire prevention				.
	Lack of affordable housing/high home prices				.
	Medical and emergency services	C	a		a
	Too much population growth or development				.
	Traffic congestion				.
	Other				.
	DK/NA				.

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA (E)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	
	Cost of living	
	Economy	
	Education	
	Environmental issues	
	Fire prevention	
	Lack of affordable housing/high home prices	
	Medical and emergency services	a
	Too much population growth or development	D
	Traffic congestion	
	Other	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
1. What do you feel is the biggest problem facing this community?	Total	527	232	221	33
	Airport noise or airport annoyances	19 3.6%	4 1.8%	9 4.3%	2 6.3%
	Cost of living	87 16.6%	41 17.7%	34 15.3%	4 12.1%
	Economy	17 3.2%	14 6.0%	2 .7%	1 3.1%
	Education	23 4.4%	13 5.5%	9 4.1%	0 .6%
	Environmental issues	8 1.5%	0 .0%	5 2.2%	1 2.2%
	Fire prevention	16 3.0%	6 2.6%	8 3.7%	1 4.1%
	Lack of affordable housing/high home prices	159 30.3%	79 34.0%	66 30.1%	9 28.5%
	Medical and emergency services	7 1.3%	6 2.6%	1 .3%	0 .0%
	Too much population growth or development	63 12.0%	17 7.5%	25 11.2%	9 26.7%
	Traffic congestion	81 15.4%	34 14.6%	36 16.2%	5 13.8%
	Other	23 4.3%	9 3.8%	12 5.6%	1 2.4%
	DK/NA	24 4.5%	9 3.9%	14 6.3%	0 .0%

		Manage the Growth of Operations	
		Strongly disagree	Not sure/DK/NA
1. What do you feel is the biggest problem facing this community?	Total	10	32
	Airport noise or airport annoyances	1 14.0%	2 6.0%
	Cost of living	2 25.3%	6 19.6%
	Economy	0 4.3%	0 .0%
	Education	1 8.1%	0 .7%
	Environmental issues	1 7.0%	2 5.4%
	Fire prevention	0 .0%	0 .2%
	Lack of affordable housing/high home prices	2 25.6%	2 7.8%
	Medical and emergency services	0 .0%	0 .0%
	Too much population growth or development	0 .0%	12 38.2%
	Traffic congestion	1 13.3%	6 18.6%
	Other	0 2.4%	0 1.3%
	DK/NA	0 .0%	1 2.3%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				
	Cost of living				
	Economy	B			
	Education				
	Environmental issues	.			
	Fire prevention				a
	Lack of affordable housing/high home prices	E			.
	Medical and emergency services	B		a	a
	Too much population growth or development			A	
	Traffic congestion				
	Other			a	a
	DK/NA			.	.

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
1. What do you feel is the biggest problem facing this community?	
Airport noise or airport annoyances	.
Cost of living	a
Economy	.
Education	.
Environmental issues	.
Fire prevention	.
Lack of affordable housing/high home prices	.
Medical and emergency services	a
Too much population growth or development	A B
Traffic congestion	.
Other	.
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
1. What do you feel is the biggest problem facing this community?				
Total	527	61	465	1
Airport noise or airport annoyances	19	0	19	0
	3.6%	.0%	4.1%	.0%
Cost of living	87	4	83	0
	16.6%	6.9%	17.9%	.0%
Economy	17	2	15	0
	3.2%	2.7%	3.3%	.0%
Education	23	1	22	0
	4.4%	2.3%	4.7%	.0%
Environmental issues	8	1	7	0
	1.5%	1.1%	1.6%	.0%
Fire prevention	16	1	14	0
	3.0%	2.2%	3.1%	.0%
Lack of affordable housing/high home prices	159	25	133	1
	30.3%	41.5%	28.6%	100.0%
Medical and emergency services	7	0	7	0
	1.3%	.0%	1.5%	.0%
Too much population growth or development	63	5	58	0
	12.0%	8.3%	12.5%	.0%
Traffic congestion	81	17	65	0
	15.4%	27.1%	13.9%	.0%
Other	23	3	20	0
	4.3%	5.0%	4.2%	.0%
DK/NA	24	2	22	0
	4.5%	2.7%	4.7%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a	.	a,b
	Cost of living	.	A	a,b
	Economy	.	.	a,b
	Education	.	.	a,b
	Environmental issues	.	.	a,b
	Fire prevention	.	.	a,b
	Lack of affordable housing/high home prices	B	.	a,b
	Medical and emergency services	a	.	a,b
	Too much population growth or development	.	.	a,b
	Traffic congestion	B	.	a,b
	Other	.	.	a,b
	DK/NA	.	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
1. What do you feel is the biggest problem facing this community?	Total	527	398	128	1
	Airport noise or airport annoyances	19	9	10	0
	Cost of living	87	71	16	0
	Economy	17	16	1	0
	Education	23	23	0	0
	Environmental issues	8	6	2	0
	Fire prevention	16	11	5	0
	Lack of affordable housing/high home prices	159	130	29	0
	Medical and emergency services	7	1	6	0
	Too much population growth or development	63	36	26	1
	Traffic congestion	81	57	24	0
	Other	23	18	4	0
	DK/NA	24	20	4	0
		4.5%	5.0%	2.8%	.0%
		3.6%	2.2%	7.9%	.0%
		16.6%	17.8%	12.8%	.0%
		3.2%	4.1%	.5%	.0%
	4.4%	5.7%	.2%	.0%	
	1.5%	1.4%	1.9%	.0%	
	3.0%	2.7%	3.6%	.0%	
	30.3%	32.7%	23.0%	.0%	
	1.3%	.2%	4.8%	.0%	
	12.0%	9.1%	20.1%	100.0%	
	15.4%	14.3%	19.1%	.0%	
	4.3%	4.6%	3.4%	.0%	
	4.5%	5.0%	2.8%	.0%	

Comparisons of Column Proportions ^{c,d}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
Airport noise or airport annoyances		A	a,,b
Cost of living			a,,b
Economy	B		a,,b
Education	B		a,,b
Environmental issues			a,,b
Fire prevention			a,,b
Lack of affordable housing/high home prices	B		a,,b
Medical and emergency services		A	a,,b
Too much population growth or development		A	a,,b
Traffic congestion			a,,b
Other			a,,b
DK/NA			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	First Favorable/Unfavorable		
		Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	527	160	188	60
Airport noise or airport annoyances	19 3.6%	0 .1%	2 1.2%	11 17.8%
Cost of living	87 16.6%	15 9.2%	36 19.0%	8 13.7%
Economy	17 3.2%	13 8.4%	3 1.4%	1 1.5%
Education	23 4.4%	12 7.3%	3 1.6%	0 .0%
Environmental issues	8 1.5%	2 1.0%	3 1.3%	1 1.2%
Fire prevention	16 3.0%	4 2.8%	7 3.8%	1 1.7%
Lack of affordable housing/high home prices	159 30.3%	56 34.9%	55 29.2%	14 23.9%
Medical and emergency services	7 1.3%	1 .5%	0 .0%	6 10.1%
Too much population growth or development	63 12.0%	15 9.5%	27 14.1%	12 19.6%
Traffic congestion	81 15.4%	26 16.1%	35 18.7%	5 8.5%
Other	23 4.3%	5 3.4%	9 4.6%	1 1.9%
DK/NA	24 4.5%	11 6.9%	10 5.1%	0 .0%

1. What do you feel is the biggest problem facing this community?

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
1. What do you feel is the biggest problem facing this community?	Total	30	89
	Airport noise or airport annoyances	4 15.0%	1 1.4%
	Cost of living	12 40.9%	17 18.6%
	Economy	0 .0%	0 .0%
	Education	0 .0%	8 9.5%
	Environmental issues	1 2.6%	2 2.7%
	Fire prevention	2 7.1%	1 1.0%
	Lack of affordable housing/high home prices	4 12.5%	31 34.5%
	Medical and emergency services	0 .0%	0 .0%
	Too much population growth or development	0 1.4%	9 10.4%
	Traffic congestion	5 17.3%	10 11.3%
	Other	1 3.2%	6 7.2%
	DK/NA	0 .0%	3 3.3%

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances			A B E	A B E
	Cost of living				A C
	Economy	B			a
	Education	B		a	a
	Environmental issues				
	Fire prevention				
	Lack of affordable housing/high home prices				
	Medical and emergency services		a	A	a
	Too much population growth or development				
	Traffic congestion				
	Other			a	a
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	
	Cost of living	
	Economy	a
	Education	B
	Environmental issues	
	Fire prevention	
	Lack of affordable housing/high home prices	
	Medical and emergency services	a
	Too much population growth or development	
	Traffic congestion	
	Other	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Second Favorable/Unfavorable		
		Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	527	205	195	43
Airport noise or airport annoyances	19 3.6%	1 .7%	2 1.0%	2 5.4%
Cost of living	87 16.6%	33 16.3%	20 10.4%	13 31.3%
Economy	17 3.2%	14 7.0%	3 1.4%	0 .0%
Education	23 4.4%	18 8.6%	6 2.8%	0 .0%
Environmental issues	8 1.5%	1 .6%	3 1.8%	1 1.9%
Fire prevention	16 3.0%	4 1.9%	6 3.1%	2 4.4%
Lack of affordable housing/high home prices	159 30.3%	65 31.5%	72 37.0%	9 21.5%
Medical and emergency services	7 1.3%	1 .4%	0 .0%	6 14.1%
Too much population growth or development	63 12.0%	11 5.5%	34 17.3%	6 13.3%
Traffic congestion	81 15.4%	34 16.8%	34 17.5%	2 3.9%
Other	23 4.3%	5 2.2%	12 5.9%	1 2.5%
DK/NA	24 4.5%	18 8.6%	4 1.8%	1 1.7%

1. What do you feel is the biggest problem facing this community?

	Total	Second Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
Total	40	43	
Airport noise or airport annoyances	13 32.6%	0 .0%	
Cost of living	16 38.7%	5 11.0%	
Economy	0 .0%	0 .0%	
Education	0 .0%	0 .0%	
Environmental issues	1 1.7%	2 4.3%	
Fire prevention	1 3.1%	3 6.1%	
Lack of affordable housing/high home prices	4 10.8%	9 20.7%	
Medical and emergency services	0 .0%	0 .0%	
Too much population growth or development	1 1.8%	12 26.8%	
Traffic congestion	4 8.8%	7 17.3%	
Other	1 2.6%	4 10.1%	
DK/NA	0 .0%	2 3.8%	

1. What do you feel is the biggest problem facing this community?

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				A B C
	Cost of living			B	A B E
	Economy	B		a	a
	Education	B		.	.
	Environmental issues				
	Fire prevention				
	Lack of affordable housing/high home prices		D		
	Medical and emergency services		a	A	a
	Too much population growth or development		A		
	Traffic congestion				
	Other				
	DK/NA	B			a

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	a
	Cost of living	.
	Economy	.
	Education	a
	Environmental issues	.
	Fire prevention	.
	Lack of affordable housing/high home prices	.
	Medical and emergency services	a
	Too much population growth or development	A D
	Traffic congestion	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Shift		
		Switch to Favorable	Switch to Unfavorable	Favorable on Both
Total	527	78	19	322
Airport noise or airport annoyances	19 3.6%	1 1.2%	1 6.8%	2 .8%
Cost of living	87 16.6%	7 9.5%	13 69.4%	46 14.3%
Economy	17 3.2%	1 1.2%	0 .0%	16 5.0%
Education	23 4.4%	8 10.8%	0 .0%	15 4.5%
Environmental issues	8 1.5%	2 2.1%	0 .0%	3 .9%
Fire prevention	16 3.0%	1 .8%	0 .0%	9 2.8%
Lack of affordable housing/high home prices	159 30.3%	27 34.5%	1 3.9%	110 34.1%
Medical and emergency services	7 1.3%	0 .0%	0 .0%	1 .2%
Too much population growth or development	63 12.0%	15 19.2%	2 8.8%	30 9.4%
Traffic congestion	81 15.4%	8 10.7%	1 7.3%	60 18.7%
Other	23 4.3%	6 7.9%	0 .0%	10 3.1%
DK/NA	24 4.5%	2 2.1%	1 3.9%	20 6.1%

1. What do you feel is the biggest problem facing this community?

		Shift		
		Unfavorable on Both	DK/NA on Both	Switch to DK/NA
1. What do you feel is the biggest problem facing this community?	Total	65	17	26
	Airport noise or airport annoyances	14 21.9%	0 .0%	0 .0%
	Cost of living	16 24.8%	2 12.5%	3 10.1%
	Economy	0 .0%	0 .0%	0 .0%
	Education	0 .0%	0 .0%	0 .0%
	Environmental issues	2 2.3%	1 4.8%	1 3.9%
	Fire prevention	3 4.9%	0 1.6%	2 9.0%
	Lack of affordable housing/high home prices	13 20.0%	8 47.2%	1 4.1%
	Medical and emergency services	6 9.4%	0 .0%	0 .0%
	Too much population growth or development	5 7.4%	1 4.4%	11 40.8%
	Traffic congestion	4 6.0%	4 25.2%	3 12.4%
	Other	2 3.3%	0 1.3%	4 15.6%
	DK/NA	0 .0%	1 3.1%	1 4.2%

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable (A)	Switch to Unfavorable (B)	Favorable on Both (C)	Unfavorable on Both (D)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances				A C
	Cost of living		A C D E F		.a
	Economy		.a		.a
	Education	C	.a		.a
	Environmental issues		.a		
	Fire prevention		.a		
	Lack of affordable housing/high home prices	F		F	
	Medical and emergency services	.a	.a		C
	Too much population growth or development				
	Traffic congestion		.a		
	Other		.a		.a
	DK/NA				.a

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both (E)	Switch to DK/NA (F)
1. What do you feel is the biggest problem facing this community?	Airport noise or airport annoyances	.a	.a
	Cost of living		
	Economy	.a	
	Education	.a	.a
	Environmental issues		
	Fire prevention		
	Lack of affordable housing/high home prices	B F	
	Medical and emergency services	.a	.a
	Too much population growth or development		C D
	Traffic congestion		
	Other		C
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	527	527
Blue Canyon-Nyack Airport	33 6.2%	33 6.2%
Carson City Airport	54 10.2%	54 10.2%
South Lake Tahoe Airport/South Tahoe	168 31.8%	168 31.8%
Minden Tahoe Airport	22 4.2%	22 4.2%
Nervino Airport	8 1.5%	8 1.5%
Reno/Tahoe Airport	378 71.7%	378 71.7%
Reno-Stead Airport	96 18.3%	96 18.3%
Tahoe Airport (General, not specific)	69 13.2%	69 13.2%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	417 79.1%
Sacramento	21 4.0%	21 4.0%
Placer	2 .3%	2 .3%
Susanville	1 .2%	1 .2%
Auburn	10 1.9%	10 1.9%
Grass Valley	10 1.8%	10 1.8%
Beckwourth	6 1.1%	6 1.1%
Sierraville	22 4.2%	22 4.2%
Fernley	1 .2%	1 .2%
Gardnerville	1 .2%	1 .2%
Quincy	5 .9%	5 .9%
Other	13 2.4%	13 2.4%
Not sure/DK/NA	2 .4%	2 .4%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{a,b}

	Total
	Total (A)
Blue Canyon-Nyack Airport	.
Carson City Airport	.
South Lake Tahoe Airport/South Tahoe	.
Minden Tahoe Airport	.
Nervino Airport	.
Reno/Tahoe Airport	.
Reno-Stead Airport	.
Tahoe Airport (General, not specific)	.
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.
Sacramento	.
Placer	.
Susanville	.
Auburn	.
Grass Valley	.
Beckwourth	.
Sierraville	.
Fernley	.
Gardnerville	.
Quincy	.
Other	.
Not sure/DK/NA	.

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	527	284	240	3
Blue Canyon-Nyack Airport	33 6.2%	22 7.8%	10 4.3%	0 .0%
Carson City Airport	54 10.2%	37 12.9%	16 6.8%	1 26.9%
South Lake Tahoe Airport/South Tahoe	168 31.8%	104 36.5%	62 25.9%	2 61.8%
Minden Tahoe Airport	22 4.2%	11 3.7%	12 4.8%	0 .0%
Nervino Airport	8 1.5%	6 2.1%	2 .9%	0 .0%
Reno/Tahoe Airport	378 71.7%	212 74.5%	164 68.6%	2 61.8%
Reno-Stead Airport	96 18.3%	52 18.5%	43 18.0%	1 26.9%
Tahoe Airport (General, not specific)	69 13.2%	34 12.0%	35 14.7%	0 .0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	231 81.1%	183 76.5%	3 100.0%
Sacramento	21 4.0%	16 5.8%	5 2.0%	0 .0%
Placer	2 .3%	2 .5%	0 .1%	0 .0%
Susanville	1 .2%	0 .2%	1 .3%	0 .0%
Auburn	10 1.9%	9 3.1%	1 .5%	0 .0%
Grass Valley	10 1.8%	6 2.0%	4 1.6%	0 .0%
Beckwourth	6 1.1%	3 1.1%	3 1.2%	0 .0%
Sierraville	22 4.2%	18 6.3%	3 1.3%	1 34.9%
Fernley	1 .2%	1 .3%	0 .0%	0 .0%
Gardnerville	1 .2%	1 .4%	0 .0%	0 .0%
Quincy	5 .9%	4 1.3%	1 .5%	0 .0%
Other	13 2.4%	4 1.5%	8 3.4%	0 .0%
Not sure/DK/NA	2 .4%	1 .4%	1 .4%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Respondent's Gender	Male			Female			Other		
		(A)			(B)			(C)		
		(A)	(B)	(C)	(A)	(B)	(C)	(A)	(B)	(C)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport			a						
	Carson City Airport			.						
	South Lake Tahoe Airport/South Tahoe	B		.						
	Minden Tahoe Airport			a						
	Nervino Airport			a						
	Reno/Tahoe Airport			.						
	Reno-Stead Airport			.						
	Tahoe Airport (General, not specific)			a						
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee			a						
	Sacramento	B		a						
	Placer			a						
	Susanville			a						
	Auburn	B		a						
	Grass Valley			a						
	Beckwourth			a						
	Sierraville	B		B						
	Fernley			a						
	Gardnerville			a						
	Quincy			.						
	Other			a						
Not sure/DK/NA			a							

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
Total	527	77	101	110	162	70	7
Blue Canyon-Nyack Airport	33	8	4	3	13	5	0
	6.2%	9.8%	3.7%	2.6%	8.0%	7.8%	.0%
Carson City Airport	54	9	14	5	22	4	0
	10.2%	11.6%	13.8%	4.6%	13.5%	5.3%	.0%
South Lake Tahoe Airport/South Tahoe	168	24	22	33	66	22	1
	31.8%	30.7%	21.8%	29.6%	40.9%	31.4%	20.0%
Minden Tahoe Airport	22	0	7	3	9	3	0
	4.2%	.0%	6.7%	2.9%	5.6%	4.6%	.0%
Nervino Airport	8	0	0	5	3	1	0
	1.5%	.0%	.0%	4.1%	1.7%	1.2%	.0%
Reno/Tahoe Airport	378	56	76	83	106	53	3
	71.7%	72.2%	75.3%	75.9%	65.4%	76.1%	52.3%
Reno-Stead Airport	96	20	16	14	29	16	0
	18.3%	26.2%	16.1%	12.8%	18.2%	22.7%	5.6%
Tahoe Airport (General, not specific)	69	7	13	9	19	17	4
	13.2%	9.6%	12.5%	8.3%	12.0%	23.7%	65.5%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	66	74	89	126	57	5
	79.1%	85.6%	73.2%	81.3%	77.8%	81.1%	71.1%
Sacramento	21	3	2	10	5	1	0
	4.0%	4.4%	2.1%	9.0%	3.0%	1.5%	.0%
Placer	2	0	0	1	0	0	0
	.3%	.0%	.0%	1.0%	.3%	.3%	.0%
Susanville	1	0	0	0	1	0	0
	.2%	.0%	.0%	.0%	.7%	.0%	.0%
Auburn	10	0	1	0	7	2	0
	1.9%	.0%	1.3%	.2%	4.3%	2.2%	.0%
Grass Valley	10	4	1	1	3	1	0
	1.8%	4.8%	1.3%	1.1%	1.7%	.9%	.0%
Beckwourth	6	0	0	2	4	0	0
	1.1%	.0%	.0%	1.9%	2.2%	.4%	.0%
Sierraville	22	8	5	2	7	1	0
	4.2%	10.1%	4.6%	2.0%	4.0%	1.3%	.0%
Fernley	1	0	0	0	1	0	0
	.2%	.0%	.0%	.0%	.6%	.0%	.0%
Gardnerville	1	0	0	0	1	0	0
	.2%	.0%	.0%	.0%	.5%	.4%	.0%
Quincy	5	0	2	0	3	0	0
	.9%	.0%	2.0%	.0%	1.7%	.3%	.0%
Other	13	0	1	10	1	0	0
	2.4%	.0%	1.5%	8.9%	.7%	.1%	.0%
Not sure/DK/NA	2	0	0	2	0	0	0
	.4%	.0%	.0%	1.7%	.0%	.4%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
Blue Canyon-Nyack Airport						a
Carson City Airport						a
South Lake Tahoe Airport/South Tahoe				B		
Minden Tahoe Airport	a					a
Nervino Airport	a	a				a
Reno/Tahoe Airport						
Reno-Stead Airport						
Tahoe Airport (General, not specific)						A B C D
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee						
Sacramento						a
Placer	a	a				a
Susanville	a	a	a		a	a
Auburn						a
Grass Valley						a
Beckwourth	a	a				a
Sierraville						a
Fernley	a	a	a		a	a
Gardnerville	a	a	a		a	a
Quincy	a					a
Other	a					a
Not sure/DK/NA	a	a		a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 26	May 27	May 28	May 29	May 30	May 31
Total	527	19	60	14	21	33	21
Blue Canyon-Nyack Airport	33	1	11	1	0	5	0
	6.2%	6.8%	17.7%	6.8%	2.1%	16.1%	2.0%
Carson City Airport	54	2	8	0	2	1	0
	10.2%	8.5%	13.3%	3.2%	10.4%	3.3%	2.0%
South Lake Tahoe Airport/South Tahoe	168	6	41	5	6	12	9
	31.8%	30.0%	68.3%	37.6%	29.8%	34.6%	42.0%
Minden Tahoe Airport	22	0	4	0	1	2	0
	4.2%	.0%	6.0%	.0%	5.9%	5.8%	.0%
Nervino Airport	8	0	0	0	1	1	0
	1.5%	.0%	.0%	.0%	4.9%	2.8%	.0%
Reno/Tahoe Airport	378	14	52	14	16	20	21
	71.7%	75.4%	87.1%	100.0%	74.6%	60.7%	98.5%
Reno-Stead Airport	96	3	7	2	3	8	3
	18.3%	16.0%	11.2%	16.7%	15.7%	24.4%	15.2%
Tahoe Airport (General, not specific)	69	0	2	0	4	4	3
	13.2%	1.1%	3.8%	.0%	19.5%	10.6%	13.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	17	53	13	17	26	14
	79.1%	87.4%	89.1%	93.2%	83.1%	77.0%	64.3%
Sacramento	21	1	5	6	3	1	2
	4.0%	7.9%	8.3%	46.7%	16.2%	4.3%	8.4%
Placer	2	0	2	0	0	0	0
	.3%	.0%	2.9%	.0%	.0%	.0%	.0%
Susanville	1	0	0	0	0	0	0
	.2%	.0%	.7%	.0%	.0%	.0%	.0%
Auburn	10	0	5	1	0	2	0
	1.9%	.0%	7.7%	6.8%	.0%	4.7%	.0%
Grass Valley	10	0	5	1	1	0	0
	1.8%	.0%	8.3%	10.0%	4.4%	.6%	.0%
Beckwourth	6	0	1	0	1	0	0
	1.1%	.0%	2.1%	.0%	4.9%	.0%	.0%
Sierraville	22	1	10	1	1	2	0
	4.2%	5.7%	16.0%	6.8%	4.4%	4.7%	.0%
Fernley	1	0	1	0	0	0	0
	.2%	.0%	1.6%	.0%	.0%	.0%	.0%
Gardnerville	1	0	1	0	0	0	0
	.2%	.0%	1.9%	.0%	.0%	.0%	.0%
Quincy	5	2	1	0	0	0	0
	.9%	9.7%	1.8%	.0%	.0%	.6%	.0%
Other	13	0	0	0	0	0	0
	2.4%	.0%	.0%	.0%	.0%	.0%	.0%
Not sure/DK/NA	2	0	0	0	1	0	0
	.4%	.0%	.0%	.0%	4.2%	.0%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Date						
	June 1	June 2	June 3	June 4	June 5	June 7	June 8
Total	31	6	19	5	9	26	49
Blue Canyon-Nyack Airport	2	1	2	0	1	0	2
	5.5%	14.9%	12.3%	8.6%	12.2%	1.6%	3.3%
Carson City Airport	3	2	2	1	4	1	10
	9.8%	26.5%	8.3%	15.5%	37.5%	3.6%	20.4%
South Lake Tahoe Airport/South Tahoe	7	2	5	2	4	0	6
	23.5%	34.6%	27.2%	32.8%	43.9%	1.6%	11.7%
Minden Tahoe Airport	7	0	1	1	1	0	3
	22.6%	.0%	5.7%	15.5%	9.0%	.0%	5.1%
Nervino Airport	0	2	0	0	1	0	0
	.0%	34.6%	2.2%	.0%	13.1%	.0%	.0%
Reno/Tahoe Airport	20	5	12	5	8	13	27
	62.9%	73.5%	63.6%	100.0%	89.0%	47.9%	55.5%
Reno-Stead Airport	9	3	2	0	2	2	11
	29.0%	41.4%	10.5%	8.6%	22.1%	6.0%	22.6%
Tahoe Airport (General, not specific)	2	0	7	1	1	3	6
	5.8%	.0%	34.9%	11.9%	13.6%	10.5%	12.2%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	21	5	14	4	8	21	35
	69.0%	85.1%	71.1%	88.1%	81.8%	79.1%	71.5%
Sacramento	0	0	0	0	0	1	0
	.0%	.0%	.0%	.0%	.0%	2.3%	.0%
Placer	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Susanville	0	0	0	0	1	0	0
	.0%	.0%	.0%	.0%	7.8%	.0%	.0%
Auburn	1	0	0	0	0	1	0
	3.0%	.0%	.0%	8.6%	.0%	2.3%	.0%
Grass Valley	1	1	0	0	0	0	0
	3.0%	19.7%	.0%	.0%	.0%	.0%	.0%
Beckwourth	1	0	0	0	1	0	0
	3.0%	.0%	.0%	.0%	7.8%	.0%	.0%
Sierraville	3	0	0	0	0	0	1
	10.1%	.0%	.0%	.0%	.0%	.0%	2.0%
Fernley	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Gardnerville	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Quincy	1	1	0	0	0	0	0
	3.0%	14.9%	.0%	.0%	.0%	.0%	.0%
Other	9	0	0	0	0	0	0
	27.5%	.0%	.0%	.0%	.0%	.0%	.0%
Not sure/DK/NA	0	0	0	0	0	1	0
	.0%	.0%	.0%	.0%	.0%	5.1%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Date					
	June 9	June 10	June 11	June 12	June 13	June 14
Total	43	19	42	13	4	9
Blue Canyon-Nyack Airport	2 4.8%	1 4.8%	0 .0%	0 .0%	0 .0%	0 .0%
Carson City Airport	4 10.4%	0 2.0%	4 10.1%	0 .0%	0 .0%	0 .0%
South Lake Tahoe Airport/South Tahoe	15 35.5%	8 41.1%	9 20.6%	5 40.0%	0 .0%	1 9.0%
Minden Tahoe Airport	1 2.4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Nervino Airport	1 2.4%	0 .0%	0 .0%	1 6.5%	0 .0%	0 .0%
Reno/Tahoe Airport	31 72.1%	11 60.8%	35 82.2%	12 93.5%	0 9.9%	9 100.0%
Reno-Stead Airport	11 24.6%	5 25.9%	2 3.7%	3 20.5%	0 .0%	0 .0%
Tahoe Airport (General, not specific)	10 22.3%	1 4.9%	6 14.9%	1 7.4%	0 .0%	1 9.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	36 83.3%	14 74.0%	27 63.0%	13 100.0%	4 90.1%	8 85.3%
Sacramento	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 13.6%
Placer	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Auburn	0 .0%	1 5.0%	0 .0%	0 .0%	0 .0%	0 .0%
Grass Valley	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Beckwourth	2 4.5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Sierraville	4 9.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Fernley	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Quincy	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Other	0 .0%	0 .0%	2 4.5%	1 5.8%	0 .0%	0 1.1%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Date		
	June 15	June 16	June 17
Total	3	5	76
Blue Canyon-Nyack Airport	0 .0%	0 .0%	2 2.6%
Carson City Airport	3 100.0%	1 13.3%	6 8.1%
South Lake Tahoe Airport/South Tahoe	0 .0%	1 19.8%	24 32.2%
Minden Tahoe Airport	0 11.7%	1 19.7%	1 1.2%
Nervino Airport	0 .0%	0 .0%	0 .5%
Reno/Tahoe Airport	3 100.0%	3 65.0%	48 62.9%
Reno-Stead Airport	0 11.7%	1 19.8%	20 26.6%
Tahoe Airport (General, not specific)	3 100.0%	2 44.9%	14 18.8%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	0 11.7%	4 80.3%	65 85.8%
Sacramento	0 .0%	0 .0%	0 .0%
Placer	0 .0%	0 .0%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%
Auburn	0 .0%	0 .0%	0 .0%
Grass Valley	0 .0%	0 .0%	0 .0%
Beckwourth	0 .0%	0 .0%	0 .0%
Sierraville	0 .0%	0 .0%	0 .0%
Fernley	0 .0%	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%	0 .0%
Quincy	0 .0%	0 .0%	0 .0%
Other	0 .0%	0 .0%	1 1.6%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport							
	Carson City Airport							
	South Lake Tahoe Airport/South Tahoe		G L M P V					
	Minden Tahoe Airport	a		a			a	V
	Nervino Airport	a	a	a			a	a
	Reno/Tahoe Airport		L M R				L R	
	Reno-Stead Airport							
	Tahoe Airport (General, not specific)			a				
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		T					
	Sacramento			B E L				a
	Placer	a		a	a	a	a	a
	Susanville	a		a	a	a	a	a
	Auburn	a						
	Grass Valley	a						
	Beckwourth	a		a		a	a	
	Sierraville							
	Fernley	a		a	a	a	a	a
	Gardnerville	a		a	a	a	a	a
	Quincy	a	a	a	a	a	a	
	Other	a						N V
Not sure/DK/NA	a	a	a		a	a	a	

Comparisons of Column Proportions ^{b,c}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport							
	Carson City Airport							
	South Lake Tahoe Airport/South Tahoe							
	Minden Tahoe Airport	a				a		
	Nervino Airport	V		a		a	a	
	Reno/Tahoe Airport			a				
	Reno-Stead Airport							
	Tahoe Airport (General, not specific)	a	B					
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee							
	Sacramento	a	a	a	a		a	a
	Placer	a	a	a	a	a	a	a
	Susanville	a	a	a		a	a	a
	Auburn							
	Grass Valley		a	a	a	a	a	a
	Beckwourth	a	a	a		a	a	
	Sierraville							
	Fernley	a	a	a	a	a	a	a
	Gardnerville	a	a	a	a	a	a	a
	Quincy							
	Other	a	a	a	a	a	a	a
Not sure/DK/NA	a	a	a	a		a	a	

Comparisons of Column Proportions ^{b,c}

		Date					
		June 10	June 11	June 12	June 13	June 14	June 15
		(O)	(P)	(Q)	(R)	(S)	(T)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	.	a	a	a	a	a
	Carson City Airport	.	.	a	.	a	a
	South Lake Tahoe Airport/South Tahoe	.	.	.	a	.	a
	Minden Tahoe Airport	a	.	a	a	a	.
	Nervino Airport	a	a	.	a	a	a
	Reno/Tahoe Airport	.	.	.	.	.	a
	Reno-Stead Airport	.	.	.	a	a	.
	Tahoe Airport (General, not specific)	.	.	.	a	.	a
	Truckee Tahoe Airport/Truckee	.	.	a	.	.	.
	Airport/Tahoe-Truckee	.	.	.	.	.	.
	Airport/Airport in Truckee	a	a	a	a	.	a
	Sacramento	a	a	a	a	.	a
	Placer	a	a	a	a	a	a
	Susanville	a	a	a	a	a	a
	Auburn	.	a	a	a	a	a
	Grass Valley	a	a	a	a	a	a
	Beckwourth	a	a	a	a	a	a
	Sierraville	a	a	a	a	a	a
	Fernley	a	a	a	a	a	a
	Gardnerville	a	a	a	a	a	a
Quincy	a	.	.	a	.	a	
Other	a	.	.	.	.	a	
Not sure/DK/NA	a	a	a	a	.	a	

Comparisons of Column Proportions ^{b,c}

		Date	
		June 16	June 17
		(U)	(V)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	a	.
	Carson City Airport	.	.
	South Lake Tahoe Airport/South Tahoe	.	.
	Minden Tahoe Airport	.	.
	Nervino Airport	a	.
	Reno/Tahoe Airport	.	.
	Reno-Stead Airport	.	.
	Tahoe Airport (General, not specific)	.	.
	Truckee Tahoe Airport/Truckee	.	.
	Airport/Tahoe-Truckee	.	.
	Airport/Airport in Truckee	a	a
	Sacramento	a	a
	Placer	a	a
	Susanville	a	a
	Auburn	a	a
	Grass Valley	a	a
	Beckwourth	a	a
	Sierraville	a	a
	Fernley	a	a
	Gardnerville	a	a
Quincy	a	.	
Other	a	.	
Not sure/DK/NA	a	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Zip Code							
	Total	95728	96140	96141	96142	96143	96145	96146
Total	527	10	18	11	12	72	53	19
Blue Canyon-Nyack Airport	33	1	0	0	3	2	1	1
	6.2%	11.2%	2.4%	.0%	30.0%	2.7%	2.2%	4.3%
Carson City Airport	54	0	2	6	0	14	4	0
	10.2%	.0%	11.5%	56.3%	.0%	19.8%	7.0%	.4%
South Lake Tahoe Airport/South Tahoe	168	2	4	1	5	24	29	5
	31.8%	17.3%	25.1%	6.8%	43.1%	32.9%	55.9%	26.3%
Minden Tahoe Airport	22	0	1	0	2	0	5	1
	4.2%	.0%	6.6%	.0%	13.0%	.0%	9.6%	3.0%
Nervino Airport	8	0	0	0	0	0	1	0
	1.5%	.0%	.0%	.0%	.0%	.0%	1.6%	.0%
Reno/Tahoe Airport	378	6	13	4	2	37	36	15
	71.7%	61.5%	73.7%	36.3%	13.0%	51.2%	68.0%	79.0%
Reno-Stead Airport	96	2	2	0	2	11	3	1
	18.3%	16.3%	11.1%	.0%	13.0%	14.8%	5.9%	5.0%
Tahoe Airport (General, not specific)	69	2	2	4	5	13	6	6
	13.2%	18.8%	8.6%	39.5%	40.0%	17.6%	11.8%	30.5%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	7	15	1	12	55	40	18
	79.1%	72.7%	85.2%	7.8%	100.0%	76.2%	75.8%	96.5%
Sacramento	21	0	0	0	0	0	3	3
	4.0%	.0%	.0%	.3%	.0%	.0%	6.3%	17.8%
Placer	2	0	0	0	0	0	1	0
	.3%	.0%	.0%	.0%	.0%	.0%	2.1%	2.2%
Susanville	1	0	0	0	0	0	0	0
	.2%	.0%	.0%	.0%	.0%	.0%	.0%	2.2%
Auburn	10	0	0	0	0	0	0	0
	1.9%	.0%	.0%	.0%	.0%	.0%	.6%	.0%
Grass Valley	10	0	0	0	0	0	0	0
	1.8%	.0%	2.4%	.0%	.0%	.0%	.0%	.0%
Beckwourth	6	0	0	0	0	0	0	0
	1.1%	.0%	.0%	.0%	.0%	.0%	.6%	.0%
Sierraville	22	0	0	0	0	0	2	0
	4.2%	.0%	.0%	.0%	.0%	.0%	4.3%	.0%
Fernley	1	0	0	0	0	0	0	0
	.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Gardnerville	1	0	0	0	0	0	1	0
	.2%	.0%	.0%	.0%	.0%	.0%	2.1%	.0%
Quincy	5	0	0	0	0	0	0	0
	.9%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Other	13	1	0	0	0	7	1	0
	2.4%	14.7%	.0%	.0%	.0%	10.3%	2.3%	2.2%
Not sure/DK/NA	2	0	0	0	0	0	0	0
	.4%	.0%	.0%	.0%	.0%	.0%	.6%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Zip Code			
	96148	96160	96161	96162
Total	14	11	301	7
Blue Canyon-Nyack Airport	0	0	24	0
	.0%	.0%	7.8%	.0%
Carson City Airport	4	0	24	0
	25.2%	.0%	8.0%	.0%
South Lake Tahoe Airport/South Tahoe	4	0	94	0
	29.7%	.0%	31.1%	.0%
Minden Tahoe Airport	7	0	7	0
	48.5%	.0%	2.3%	.0%
Nervino Airport	0	0	7	0
	.0%	.0%	2.4%	.0%
Reno/Tahoe Airport	12	11	235	7
	85.7%	100.0%	78.2%	100.0%
Reno-Stead Airport	7	4	66	0
	48.5%	37.1%	21.8%	.0%
Tahoe Airport (General, not specific)	2	0	31	0
	11.0%	.0%	10.3%	.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	13	7	250	0
	88.3%	62.9%	83.0%	.1%
Sacramento	0	0	15	0
	.0%	.0%	4.8%	.0%
Placer	0	0	0	0
	.0%	.0%	.1%	.0%
Susanville	0	0	1	0
	.0%	.0%	.2%	.0%
Auburn	0	0	10	0
	.0%	.0%	3.2%	.0%
Grass Valley	0	0	9	0
	.0%	.0%	3.1%	.0%
Beckwourth	0	0	6	0
	.0%	.0%	1.9%	.0%
Sierraville	0	0	20	0
	.0%	.0%	6.6%	.0%
Fernley	0	0	1	0
	.0%	.0%	.3%	.0%
Gardnerville	0	0	0	0
	.0%	.0%	.0%	.0%
Quincy	1	0	4	0
	6.2%	.0%	1.4%	.0%
Other	0	0	2	0
	.0%	.0%	.7%	.0%
Not sure/DK/NA	0	0	2	0
	.0%	.0%	.6%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	a		a	E F				a
	Carson City Airport	.		F G J	a				.
	South Lake Tahoe Airport/South Tahoe						I J		
	Minden Tahoe Airport	a				a		F J	
	Nervino Airport	a	a	a	a	a		a	a
	Reno/Tahoe Airport	.	.	.	.	.	D	D	D
	Reno-Stead Airport	.	.	.	.	.	.	.	F
	Tahoe Airport (General, not specific)	.	.	.	.	.	.	.	.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		C K		a	C K	C K	C K	C K
	Sacramento	a	a		a	a			a
	Placer	a	a		a	a			a
	Susanville	a	a	a	a	a	a		a
	Auburn	a	a		a	a		a	a
	Grass Valley	a		a	a	a	a	a	a
	Beckwourth	a	a	a	a	a		a	a
	Sierraville	a	a	a	a	a		a	a
	Fernley	a	a	a	a	a	a	a	a
	Gardnerville	a	a	a	a	a		a	a
	Quincy	a	a	a	a	a		a	a
	Other	J	.	.	a	J	.	.	a
Not sure/DK/NA	a	a	a	a	a			a	

Comparisons of Column Proportions ^{b,c}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport			a
	Carson City Airport			a
	South Lake Tahoe Airport/South Tahoe			
	Minden Tahoe Airport			a
	Nervino Airport			
	Reno/Tahoe Airport	D	D E	D
	Reno-Stead Airport			
	Tahoe Airport (General, not specific)			
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		C K	
	Sacramento	a		a
	Placer	a		a
	Susanville	a		a
	Auburn	a		a
	Grass Valley	a		a
	Beckwourth	a		a
	Sierraville	a		a
	Fernley	a		a
	Gardnerville	a	a	a
	Quincy	a		a
	Other	a		a
Not sure/DK/NA	.	.	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Neighborhood					
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	319	2	26	24	7	70
Blue Canyon-Nyack Airport	24 7.4%	0 19.9%	1 2.4%	0 .0%	0 .0%	5 7.8%
Carson City Airport	24 7.5%	1 34.9%	0 1.6%	0 .0%	0 .0%	8 11.9%
South Lake Tahoe Airport/South Tahoe	94 29.3%	0 19.9%	5 19.6%	0 .0%	1 10.4%	20 27.9%
Minden Tahoe Airport	7 2.2%	0 19.9%	0 .8%	0 .0%	1 10.4%	2 3.1%
Nervino Airport	7 2.3%	0 19.9%	1 4.8%	0 .0%	0 .0%	1 1.5%
Reno/Tahoe Airport	253 79.5%	2 80.1%	20 79.1%	23 97.0%	7 100.0%	57 81.9%
Reno-Stead Airport	70 21.8%	1 54.8%	5 19.6%	1 5.5%	5 76.4%	22 31.6%
Tahoe Airport (General, not specific)	31 9.7%	1 34.9%	5 18.4%	2 9.4%	0 .0%	8 11.2%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	256 80.4%	1 65.1%	17 66.1%	16 68.7%	5 76.4%	61 87.5%
Sacramento	15 4.6%	0 .0%	2 9.4%	0 .0%	0 .0%	6 9.1%
Placer	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Susanville	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.0%
Auburn	10 3.0%	0 .0%	1 2.4%	0 .0%	0 .0%	2 3.2%
Grass Valley	9 2.9%	0 .0%	1 5.6%	0 .0%	0 .0%	2 3.2%
Beckwourth	6 1.7%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.0%
Sierraville	20 6.2%	0 .0%	0 .0%	0 .0%	0 .0%	3 5.0%
Fernley	1 .3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Quincy	4 1.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Other	2 .6%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.0%
Not sure/DK/NA	2 .6%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.5%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
Total	7	7	6	2
Blue Canyon-Nyack Airport	0 .0%	0 .0%	0 6.4%	0 .0%
Carson City Airport	1 15.7%	0 .0%	0 .0%	1 39.0%
South Lake Tahoe Airport/South Tahoe	1 21.3%	0 .0%	4 67.8%	1 30.5%
Minden Tahoe Airport	0 .0%	0 .0%	0 .0%	0 .0%
Nervino Airport	1 15.7%	0 .0%	0 .0%	0 .0%
Reno/Tahoe Airport	7 100.0%	7 94.4%	5 83.9%	1 61.0%
Reno-Stead Airport	0 6.3%	1 9.9%	0 6.4%	0 .0%
Tahoe Airport (General, not specific)	0 .0%	0 .0%	1 9.7%	0 .0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	7 100.0%	0 5.6%	4 67.4%	2 100.0%
Sacramento	0 .0%	0 .0%	1 12.8%	0 .0%
Placer	0 .0%	0 .0%	0 3.3%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%	0 .0%
Auburn	0 .0%	0 .0%	0 6.4%	0 .0%
Grass Valley	0 .0%	0 .0%	0 .0%	0 .0%
Beckwourth	1 15.7%	0 .0%	0 .0%	0 .0%
Sierraville	0 .0%	0 .0%	0 6.4%	0 .0%
Fernley	0 .0%	0 .0%	0 .0%	0 .0%
Quincy	0 .0%	0 .0%	0 .0%	0 .0%
Other	0 .0%	0 .0%	0 .0%	0 .0%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Neighborhood				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
Total	13	42	24	58	26
Blue Canyon-Nyack Airport	0 .0%	3 6.2%	4 16.6%	9 16.1%	1 3.6%
Carson City Airport	0 .0%	2 5.4%	3 11.3%	6 10.5%	2 6.4%
South Lake Tahoe Airport/South Tahoe	6 44.2%	13 31.4%	10 41.5%	20 35.5%	12 45.9%
Minden Tahoe Airport	0 .0%	1 3.0%	0 .9%	1 1.7%	1 3.8%
Nervino Airport	0 .0%	0 .0%	1 3.9%	2 3.7%	0 1.6%
Reno/Tahoe Airport	11 78.2%	34 81.8%	15 64.8%	39 67.1%	20 78.3%
Reno-Stead Airport	1 5.4%	12 27.8%	3 11.9%	11 18.2%	4 13.9%
Tahoe Airport (General, not specific)	1 5.4%	2 5.5%	4 18.6%	3 4.6%	1 2.4%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	12 89.7%	35 83.3%	15 62.6%	50 86.9%	25 94.8%
Sacramento	0 .0%	1 3.0%	1 3.9%	2 3.5%	1 2.7%
Placer	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Auburn	0 .0%	0 .0%	3 11.9%	2 4.3%	1 4.5%
Grass Valley	0 .0%	0 .0%	4 15.7%	2 3.2%	0 .0%
Beckwourth	2 14.5%	0 .0%	1 3.9%	0 .0%	1 3.6%
Sierraville	1 6.9%	5 12.0%	4 16.9%	6 10.0%	0 1.0%
Fernley	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%
Quincy	2 14.1%	1 2.6%	0 .9%	1 1.6%	0 .0%
Other	0 .0%	0 .0%	0 .0%	0 .0%	1 4.7%
Not sure/DK/NA	0 .0%	1 2.1%	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Neighborhood
	DK/NA
Total	5
Blue Canyon-Nyack Airport	0 .0%
Carson City Airport	0 .0%
South Lake Tahoe Airport/South Tahoe	0 .0%
Minden Tahoe Airport	0 .0%
Nervino Airport	0 .0%
Reno/Tahoe Airport	5 91.9%
Reno-Stead Airport	4 74.1%
Tahoe Airport (General, not specific)	4 78.1%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	5 100.0%
Sacramento	0 .0%
Placer	0 .0%
Susanville	0 .0%
Auburn	0 .0%
Grass Valley	0 .0%
Beckwourth	0 .0%
Sierraville	0 .0%
Fernley	0 .0%
Quincy	0 .0%
Other	0 .0%
Not sure/DK/NA	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	.	.	a	a	.
	Carson City Airport	.	.	.	a	.
	South Lake Tahoe Airport/South Tahoe	.	.	a	.	.
	Minden Tahoe Airport	.	.	a	.	.
	Nervino Airport	.	.	a	a	.
	Reno/Tahoe Airport	.	.	.	a	.
	Reno-Stead Airport	.	.	.	C	.
	Tahoe Airport (General, not specific)	.	.	.	a	.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.	.	.	.	G
	Sacramento	a	.	a	a	.
	Placer	a	a	a	a	a
	Susanville	a	a	a	a	.
	Auburn	a	.	a	a	.
	Grass Valley	a	.	a	a	.
	Beckwourth	a	a	a	a	.
	Sierraville	a	a	a	a	.
	Fernley	a	a	a	a	a
	Quincy	a	a	a	a	a
	Other	a	a	a	a	.
	Not sure/DK/NA	.	.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Gray's Crossing (F)	Martis Valley Estates (G)	Northstar/Lahontan (H)	Old Greenwood (I)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	a	.	.	a
	Carson City Airport	.	a	a	.
	South Lake Tahoe Airport/South Tahoe	.	a	.	.
	Minden Tahoe Airport	a	a	a	a
	Nervino Airport	.	a	.	a
	Reno/Tahoe Airport	.	.	.	.
	Reno-Stead Airport	.	.	.	a
	Tahoe Airport (General, not specific)	.	a	.	a
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	G	.	.	a
	Sacramento	a	a	.	a
	Placer	a	a	.	a
	Susanville	a	a	a	a
	Auburn	a	a	.	a
	Grass Valley	a	a	a	a
	Beckwourth	.	a	a	a
	Sierraville	a	a	.	a
	Fernley	a	a	a	a
	Quincy	a	a	a	a
	Other	a	a	a	a
	Not sure/DK/NA	.	.	.	.

Comparisons of Column Proportions ^{b,c}

	Neighborhood				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(J)	(K)	(L)	(M)	(N)
2. Please name as many of the individual airports with 60 miles of your residence as you can					
Blue Canyon-Nyack Airport	a				
Carson City Airport	a				
South Lake Tahoe Airport/South Tahoe					
Minden Tahoe Airport	a				
Nervino Airport	a	a			
Reno/Tahoe Airport					
Reno-Stead Airport					
Tahoe Airport (General, not specific)					
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	G	G		G	G
Sacramento	a				
Placer	a	a	a	a	a
Susanville	a	a	a	a	a
Auburn	a	a			
Grass Valley	a	a			a
Beckwourth		a		a	
Sierraville					
Fernley	a	a	a		a
Quincy					a
Other	a	a	a	a	
Not sure/DK/NA	a		a	a	a

Comparisons of Column Proportions ^{b,c}

	Neighborhood	DK/NA
		(O)
2. Please name as many of the individual airports with 60 miles of your residence as you can		
Blue Canyon-Nyack Airport	a	
Carson City Airport		
South Lake Tahoe Airport/South Tahoe		
Minden Tahoe Airport	a	
Nervino Airport	a	
Reno/Tahoe Airport		
Reno-Stead Airport		C
Tahoe Airport (General, not specific)		CEKMN
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		
Sacramento	a	
Placer	a	
Susanville	a	
Auburn	a	
Grass Valley	a	
Beckwourth	a	
Sierraville	a	
Fernley	a	
Quincy	a	
Other	a	
Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
Total	527	19	66	142	92
Blue Canyon-Nyack Airport	33	4	1	3	13
	6.2%	19.0%	1.8%	2.2%	13.8%
Carson City Airport	54	1	0	19	11
	10.2%	5.3%	.0%	13.5%	11.5%
South Lake Tahoe Airport/South Tahoe	168	11	20	31	43
	31.8%	57.0%	30.0%	22.1%	46.2%
Minden Tahoe Airport	22	1	2	8	1
	4.2%	6.9%	2.8%	5.9%	1.4%
Nervino Airport	8	0	2	2	2
	1.5%	.0%	3.1%	1.3%	1.8%
Reno/Tahoe Airport	378	15	52	101	69
	71.7%	77.8%	78.9%	71.0%	75.0%
Reno-Stead Airport	96	1	6	26	14
	18.3%	7.5%	8.4%	18.1%	14.7%
Tahoe Airport (General, not specific)	69	1	3	18	6
	13.2%	4.3%	4.9%	13.0%	6.2%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	18	55	115	72
	79.1%	90.5%	83.9%	80.6%	78.2%
Sacramento	21	0	5	8	2
	4.0%	.0%	6.9%	5.4%	2.5%
Placer	2	0	0	1	0
	.3%	.0%	.0%	.8%	.2%
Susanville	1	0	0	0	1
	.2%	.0%	.0%	.0%	.8%
Auburn	10	0	0	2	3
	1.9%	.0%	.0%	1.1%	3.6%
Grass Valley	10	4	0	1	3
	1.8%	19.0%	.0%	.7%	2.7%
Beckwourth	6	0	1	0	3
	1.1%	.0%	1.6%	.0%	2.9%
Sierraville	22	0	1	4	12
	4.2%	.0%	1.4%	3.0%	12.7%
Fernley	1	0	0	0	0
	.2%	.0%	.0%	.0%	.0%
Gardnerville	1	0	0	0	0
	.2%	.0%	.0%	.0%	.0%
Quincy	5	0	0	3	0
	.9%	.0%	.0%	2.1%	.0%
Other	13	0	0	0	4
	2.4%	.0%	.0%	.0%	3.8%
Not sure/DK/NA	2	0	0	1	0
	.4%	.0%	.0%	.6%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Length of Residence			
	16 to 20 years	21 to 25 years	More than 25 years	DK/NA
Total	81	48	76	3
Blue Canyon-Nyack Airport	4	3	5	0
	5.1%	5.6%	6.7%	.0%
Carson City Airport	13	3	7	0
	16.1%	5.8%	9.4%	.0%
South Lake Tahoe Airport/South Tahoe	16	22	24	0
	20.4%	46.6%	31.9%	.0%
Minden Tahoe Airport	3	0	6	0
	4.0%	.4%	7.7%	.0%
Nervino Airport	0	2	0	0
	.0%	4.3%	.5%	.0%
Reno/Tahoe Airport	60	31	50	0
	74.5%	64.7%	65.7%	.0%
Reno-Stead Airport	24	13	13	0
	29.9%	26.1%	17.7%	.0%
Tahoe Airport (General, not specific)	15	6	18	3
	18.5%	11.9%	23.2%	100.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	63	36	56	3
	77.7%	74.8%	73.8%	100.0%
Sacramento	7	0	0	0
	8.5%	.1%	.0%	.0%
Placer	0	0	0	0
	.0%	.0%	.6%	.0%
Susanville	0	0	0	0
	.0%	.0%	.6%	.0%
Auburn	1	2	2	0
	1.4%	3.9%	2.9%	.0%
Grass Valley	1	1	0	0
	1.7%	2.4%	.0%	.0%
Beckwourth	1	1	0	0
	1.2%	1.9%	.4%	.0%
Sierraville	3	1	1	0
	3.7%	2.2%	1.6%	.0%
Fernley	0	0	1	0
	.0%	.0%	1.2%	.0%
Gardnerville	1	0	0	0
	1.0%	.0%	.4%	.0%
Quincy	1	1	0	0
	1.4%	1.8%	.0%	.0%
Other	0	0	9	0
	.0%	.0%	11.8%	.0%
Not sure/DK/NA	1	0	0	0
	1.3%	.0%	.4%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport	C	a		C
Carson City Airport		.		
South Lake Tahoe Airport/South Tahoe	C E			C E
Minden Tahoe Airport				
Nervino Airport				
Reno/Tahoe Airport				
Reno-Stead Airport				
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee				
2. Please name as many of the individual airports with 60 miles of your residence as you can				
Sacramento	a			
Placer	a	a		
Susanville	a	a	a	
Auburn	a	a	.	
Grass Valley	C D E	a		
Beckwourth	a		a	
Sierraville	a			
Fernley	a	a	a	a
Gardnerville	a	a	a	a
Quincy	a	a	.	a
Other	a	a		a
Not sure/DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

	Length of Residence			
	16 to 20 years	21 to 25 years	More than 25 years	DK/NA
	(E)	(F)	(G)	(H)
Blue Canyon-Nyack Airport				a
Carson City Airport				a
South Lake Tahoe Airport/South Tahoe		C E		a
Minden Tahoe Airport				a
Nervino Airport	a			a
Reno/Tahoe Airport	.			a
Reno-Stead Airport	B			a
Tahoe Airport (General, not specific)			B D	a
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee				a
2. Please name as many of the individual airports with 60 miles of your residence as you can				.
Sacramento			a	a
Placer	a	a		a
Susanville	a	a		a
Auburn	.	.		a
Grass Valley			a	a
Beckwourth			.	a
Sierraville				a
Fernley	a	a		a
Gardnerville	.	a		a
Quincy			a	a
Other	a	a	C	a
Not sure/DK/NA	.	.		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
Total	527	154	369	4
Blue Canyon-Nyack Airport	33 6.2%	1 .8%	31 8.5%	0 .0%
Carson City Airport	54 10.2%	12 7.8%	38 10.4%	3 72.0%
South Lake Tahoe Airport/South Tahoe	168 31.8%	36 23.6%	131 35.6%	1 11.8%
Minden Tahoe Airport	22 4.2%	2 1.4%	20 5.4%	0 .0%
Nervino Airport	8 1.5%	3 1.7%	5 1.5%	0 .0%
Reno/Tahoe Airport	378 71.7%	113 73.7%	263 71.2%	2 44.2%
Reno-Stead Airport	96 18.3%	20 12.7%	77 20.8%	0 .0%
Tahoe Airport (General, not specific)	69 13.2%	10 6.3%	59 15.9%	1 24.4%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	112 72.4%	305 82.7%	1 19.8%
Sacramento	21 4.0%	12 7.5%	10 2.6%	0 .0%
Placer	2 .3%	0 .0%	2 .5%	0 .0%
Susanville	1 .2%	0 .0%	1 .3%	0 .0%
Auburn	10 1.9%	1 .5%	9 2.5%	0 .0%
Grass Valley	10 1.8%	1 .6%	9 2.4%	0 .0%
Beckwourth	6 1.1%	1 .7%	5 1.3%	0 .0%
Sierraville	22 4.2%	1 .7%	21 5.7%	0 .0%
Fernley	1 .2%	0 .0%	1 .3%	0 .0%
Gardnerville	1 .2%	0 .0%	1 .3%	0 .0%
Quincy	5 .9%	0 .0%	5 1.4%	0 .0%
Other	13 2.4%	7 4.8%	5 1.4%	0 .0%
Not sure/DK/NA	2 .4%	1 .6%	1 .4%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
Blue Canyon-Nyack Airport		A	.
Carson City Airport			A B
South Lake Tahoe Airport/South Tahoe		A	.
Minden Tahoe Airport		A	a
Nervino Airport			.
Reno/Tahoe Airport			.
Reno-Stead Airport		A	a
Tahoe Airport (General, not specific)		A	.
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		A C	.
Sacramento	B		a
Placer	a		a
Susanville	a		a
Auburn	.		a
Grass Valley			a
Beckwourth			a
Sierraville		A	a
Fernley	a		a
Gardnerville	a		a
Quincy	.		a
Other	B		a
Not sure/DK/NA			.

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
Total	369	365	3
Blue Canyon-Nyack Airport	31 8.5%	31 8.5%	0 13.0%
Carson City Airport	38 10.4%	38 10.5%	0 .0%
South Lake Tahoe Airport/South Tahoe	131 35.6%	130 35.6%	1 26.5%
Minden Tahoe Airport	20 5.4%	20 5.5%	0 .0%
Nervino Airport	5 1.5%	5 1.5%	0 .0%
Reno/Tahoe Airport	263 71.2%	259 71.0%	3 100.0%
Reno-Stead Airport	77 20.8%	77 21.0%	0 .0%
Tahoe Airport (General, not specific)	59 15.9%	58 16.0%	0 13.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	305 82.7%	302 82.6%	3 87.0%
Sacramento	10 2.6%	9 2.5%	0 13.0%
Placer	2 .5%	2 .5%	0 .0%
Susanville	1 .3%	1 .3%	0 .0%
Auburn	9 2.5%	9 2.5%	0 .0%
Grass Valley	9 2.4%	9 2.4%	0 .0%
Beckwourth	5 1.3%	5 1.3%	0 .0%
Sierraville	21 5.7%	21 5.8%	0 .0%
Fernley	1 .3%	1 .3%	0 .0%
Gardnerville	1 .3%	1 .3%	0 .0%
Quincy	5 1.4%	5 1.4%	0 .0%
Other	5 1.4%	5 1.4%	0 .0%
Not sure/DK/NA	1 .4%	1 .4%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport		a
	Carson City Airport		.
	South Lake Tahoe Airport/South Tahoe		.
	Minden Tahoe Airport		a
	Nervino Airport		a
	Reno/Tahoe Airport		a
	Reno-Stead Airport		.
	Tahoe Airport (General, not specific)		.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		.
	Sacramento		.
	Placer		a
	Susanville		.
	Auburn		a
	Grass Valley		.
	Beckwourth		a
	Sierraville		a
	Fernley		.
	Gardnerville		a
	Quincy		.
	Other		a
Not sure/DK/NA		.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnic Group				
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
Total	527	2	2	8	397
Blue Canyon-Nyack Airport	33 6.2%	0 .0%	1 59.9%	0 .0%	32 8.0%
Carson City Airport	54 10.2%	0 .0%	0 .0%	1 12.5%	44 11.2%
South Lake Tahoe Airport/South Tahoe	168 31.8%	2 100.0%	2 100.0%	1 8.7%	137 34.5%
Minden Tahoe Airport	22 4.2%	2 100.0%	0 .0%	0 .0%	13 3.2%
Nervino Airport	8 1.5%	0 .0%	0 .0%	0 .0%	8 2.0%
Reno/Tahoe Airport	378 71.7%	2 100.0%	2 100.0%	6 69.7%	288 72.5%
Reno-Stead Airport	96 18.3%	2 100.0%	0 .0%	0 .0%	81 20.5%
Tahoe Airport (General, not specific)	69 13.2%	2 100.0%	0 .0%	0 .0%	61 15.3%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	2 100.0%	2 100.0%	7 88.3%	335 84.5%
Sacramento	21 4.0%	0 .0%	0 .0%	1 8.7%	13 3.4%
Placer	2 .3%	0 .0%	0 .0%	0 .0%	2 .4%
Susanville	1 .2%	0 .0%	0 .0%	0 .0%	1 .3%
Auburn	10 1.9%	0 .0%	0 .0%	0 .0%	9 2.3%
Grass Valley	10 1.8%	0 .0%	0 .0%	0 .0%	10 2.4%
Beckwourth	6 1.1%	0 .0%	0 .0%	0 .0%	6 1.5%
Sierraville	22 4.2%	0 .0%	0 .0%	1 12.5%	20 5.0%
Fernley	1 .2%	0 .0%	0 .0%	0 .0%	1 .2%
Gardnerville	1 .2%	0 .0%	0 .0%	0 .0%	1 .3%
Quincy	5 .9%	0 .0%	0 .0%	0 .0%	4 1.0%
Other	13 2.4%	0 .0%	0 .0%	0 .0%	5 1.3%
Not sure/DK/NA	2 .4%	0 .0%	0 .0%	0 .0%	1 .3%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Ethnic Group			
	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
Total	96	1	1	7
Blue Canyon-Nyack Airport	0 .0%	0 .0%	0 .0%	0 .0%
Carson City Airport	6 6.3%	0 .0%	0 .0%	1 17.3%
South Lake Tahoe Airport/South Tahoe	18 19.2%	0 .0%	1 71.2%	3 39.5%
Minden Tahoe Airport	6 6.4%	0 .0%	0 23.7%	1 6.9%
Nervino Airport	0 .0%	0 .0%	0 .0%	0 .0%
Reno/Tahoe Airport	64 66.4%	1 100.0%	1 76.1%	6 81.9%
Reno-Stead Airport	10 10.6%	0 .0%	0 .0%	3 34.0%
Tahoe Airport (General, not specific)	5 5.1%	0 .0%	0 .1%	2 28.5%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	53 55.6%	0 .0%	1 71.4%	4 59.7%
Sacramento	6 6.6%	0 .0%	0 .0%	1 8.4%
Placer	0 .0%	0 .0%	0 .0%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%	0 .0%
Auburn	0 .0%	0 .0%	0 23.7%	1 8.4%
Grass Valley	0 .0%	0 .0%	0 .0%	0 .0%
Beckwourth	0 .0%	0 .0%	0 .0%	0 .0%
Sierraville	0 .0%	0 .0%	0 23.7%	0 .0%
Fernley	0 .0%	0 .0%	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%	0 .0%	0 .0%
Quincy	0 .0%	0 .0%	0 .0%	1 13.2%
Other	7 7.7%	0 .0%	0 .0%	0 .0%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Ethnic Group	
	DK/NA	
Total	14	
Blue Canyon-Nyack Airport	0	
	.6%	
Carson City Airport	1	
	6.9%	
South Lake Tahoe Airport/South Tahoe	5	
	36.1%	
Minden Tahoe Airport	1	
	6.0%	
Nervino Airport	0	
	.0%	
Reno/Tahoe Airport	10	
	73.6%	
Reno-Stead Airport	1	
	6.3%	
Tahoe Airport (General, not specific)	0	
	1.6%	
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	13	
	93.7%	
Sacramento	0	
	1.9%	
Placer	0	
	.0%	
Susanville	0	
	.0%	
Auburn	0	
	.0%	
Grass Valley	0	
	.0%	
Beckwourth	0	
	.0%	
Sierraville	1	
	7.5%	
Fernley	0	
	.0%	
Gardnerville	0	
	.0%	
Quincy	0	
	.0%	
Other	0	
	.0%	
Not sure/DK/NA	1	
	6.3%	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{c,d}

	Ethnic Group			
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport	a,b	a	b	
Carson City Airport	a,b	a,b		
South Lake Tahoe Airport/South Tahoe	a,b	a,b		E
Minden Tahoe Airport	a,b	a,b	b	
Nervino Airport	a,b	a,b	b	
Reno/Tahoe Airport	a,b	a,b		
Reno-Stead Airport	a,b	a,b	b	
Tahoe Airport (General, not specific)	a,b	a,b	b	E
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	a,b	a,b		E
Sacramento	a,b	a,b		
Placer	a,b	a,b	b	
Susanville	a,b	a,b	b	
Auburn	a,b	a,b	b	
Grass Valley	a,b	a,b	b	
Beckwourth	a,b	a,b	b	
Sierraville	a,b	a,b		
Fernley	a,b	a,b	b	
Gardnerville	a,b	a,b	b	
Quincy	a,b	a,b	b	
Other	a,b	a,b	b	
Not sure/DK/NA	a,b	a,b	b	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{c,d}

	Ethnic Group			
	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
	(E)	(F)	(G)	(H)
Blue Canyon-Nyack Airport	.b	a,,b	a,,b	.b
Carson City Airport	.	a,,b	a,,b	.
South Lake Tahoe Airport/South Tahoe	.	a,,b	a	.
Minden Tahoe Airport	.	a,,b	a	.
Nervino Airport	.b	a,,b	a,,b	.b
Reno/Tahoe Airport	.	a,,b	a	.
Reno-Stead Airport	.	a,,b	a,,b	.
Tahoe Airport (General, not specific)	.	a,,b	a	.
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.	a,,b	a	.
Sacramento	.	a,,b	a,,b	.
Placer	.b	a,,b	a,,b	.b
Susanville	.b	a,,b	a,,b	.b
Auburn	.b	a,,b	a	.
Grass Valley	.b	a,,b	a,,b	.b
Beckwourth	.b	a,,b	a,,b	.b
Sierraville	.b	a,,b	a	.b
Fernley	.b	a,,b	a,,b	.b
Gardnerville	.b	a,,b	a,,b	.b
Quincy	.b	a,,b	a,,b	D
Other	D	a,,b	a,,b	.b
Not sure/DK/NA	.b	a,,b	a,,b	.b

Comparisons of Column Proportions^{c,d}

	Ethnic Group	Ethnic Group
		DK/NA
		(I)
Blue Canyon-Nyack Airport		
Carson City Airport		
South Lake Tahoe Airport/South Tahoe		
Minden Tahoe Airport		
Nervino Airport		.b
Reno/Tahoe Airport		.
Reno-Stead Airport		.
Tahoe Airport (General, not specific)		.
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		.
Sacramento		.
Placer		.b
Susanville		.b
Auburn		.b
Grass Valley		.b
Beckwourth		.b
Sierraville		.
Fernley		.b
Gardnerville		.b
Quincy		.b
Other		.
Not sure/DK/NA		D

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
Total	287	279	9
Blue Canyon-Nyack Airport	23 7.9%	23 8.1%	0 .0%
Carson City Airport	22 7.8%	20 7.3%	2 21.9%
South Lake Tahoe Airport/South Tahoe	82 28.4%	79 28.5%	2 23.8%
Minden Tahoe Airport	6 2.1%	6 2.1%	0 .0%
Nervino Airport	7 2.4%	6 2.1%	1 11.5%
Reno/Tahoe Airport	228 79.3%	220 79.0%	8 89.6%
Reno-Stead Airport	62 21.6%	62 22.2%	0 4.6%
Tahoe Airport (General, not specific)	26 9.1%	26 9.4%	0 .0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	226 78.8%	217 78.1%	9 100.0%
Sacramento	14 4.8%	14 5.0%	0 .0%
Placer	0 .1%	0 .1%	0 .0%
Susanville	1 .3%	1 .3%	0 .0%
Auburn	9 3.0%	9 3.1%	0 .0%
Grass Valley	9 3.2%	9 3.3%	0 .0%
Beckwourth	5 1.6%	4 1.3%	1 11.5%
Sierraville	20 6.8%	20 7.0%	0 .0%
Fernley	1 .3%	1 .3%	0 .0%
Quincy	4 1.4%	4 1.5%	0 .0%
Other	1 .3%	1 .3%	0 .0%
Not sure/DK/NA	2 .7%	2 .7%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Vicinity of the Airport (Yes/No)	Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport		a
	Carson City Airport		.
	South Lake Tahoe Airport/South Tahoe		.
	Minden Tahoe Airport		a
	Nervino Airport		.
	Reno/Tahoe Airport		.
	Reno-Stead Airport		.
	Tahoe Airport (General, not specific)		.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		.
	Sacramento		a
	Placer		a
	Susanville		a
	Auburn		.
	Grass Valley		a
	Beckwourth		A
	Sierraville		a
	Fernley		a
	Quincy		a
	Other		a
	Not sure/DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of Airport					
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
Total	287	2	26	24	7	70
Blue Canyon-Nyack Airport	23	0	1	0	0	5
	7.9%	19.9%	2.4%	.0%	.0%	7.8%
Carson City Airport	22	1	0	0	0	8
	7.8%	34.9%	1.6%	.0%	.0%	11.9%
South Lake Tahoe Airport/South Tahoe	82	0	5	0	1	20
	28.4%	19.9%	19.6%	.0%	10.4%	27.9%
Minden Tahoe Airport	6	0	0	0	1	2
	2.1%	19.9%	.8%	.0%	10.4%	3.1%
Nervino Airport	7	0	1	0	0	1
	2.4%	19.9%	4.8%	.0%	.0%	1.5%
Reno/Tahoe Airport	228	2	20	23	7	57
	79.3%	80.1%	79.1%	97.0%	100.0%	81.9%
Reno-Stead Airport	62	1	5	1	5	22
	21.6%	54.8%	19.6%	5.5%	76.4%	31.6%
Tahoe Airport (General, not specific)	26	1	5	2	0	8
	9.1%	34.9%	18.4%	9.4%	.0%	11.2%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	226	1	17	16	5	61
	78.8%	65.1%	66.1%	68.7%	76.4%	87.5%
Sacramento	14	0	2	0	0	6
	4.8%	.0%	9.4%	.0%	.0%	9.1%
Placer	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%
Susanville	1	0	0	0	0	1
	.3%	.0%	.0%	.0%	.0%	1.0%
Auburn	9	0	1	0	0	2
	3.0%	.0%	2.4%	.0%	.0%	3.2%
Grass Valley	9	0	1	0	0	2
	3.2%	.0%	5.6%	.0%	.0%	3.2%
Beckwourth	5	0	0	0	0	1
	1.6%	.0%	.0%	.0%	.0%	1.0%
Sierraville	20	0	0	0	0	3
	6.8%	.0%	.0%	.0%	.0%	5.0%
Fernley	1	0	0	0	0	0
	.3%	.0%	.0%	.0%	.0%	.0%
Quincy	4	0	0	0	0	0
	1.4%	.0%	.0%	.0%	.0%	.0%
Other	1	0	0	0	0	1
	.3%	.0%	.0%	.0%	.0%	1.0%
Not sure/DK/NA	2	0	0	0	0	1
	.7%	.0%	.0%	.0%	.0%	1.5%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Vicinity of Airport			
	Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
Total	7	6	13	42
Blue Canyon-Nyack Airport	0	0	0	3
	.0%	6.4%	.0%	6.2%
Carson City Airport	0	0	0	2
	.0%	.0%	.0%	5.4%
South Lake Tahoe Airport/South Tahoe	0	4	6	13
	.0%	67.8%	44.2%	31.4%
Minden Tahoe Airport	0	0	0	1
	.0%	.0%	.0%	3.0%
Nervino Airport	0	0	0	0
	.0%	.0%	.0%	.0%
Reno/Tahoe Airport	7	5	11	34
	94.4%	83.9%	78.2%	81.8%
Reno-Stead Airport	1	0	1	12
	9.9%	6.4%	5.4%	27.8%
Tahoe Airport (General, not specific)	0	1	1	2
	.0%	9.7%	5.4%	5.5%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	0	4	12	35
	5.6%	67.4%	89.7%	83.3%
Sacramento	0	1	0	1
	.0%	12.8%	.0%	3.0%
Placer	0	0	0	0
	.0%	3.3%	.0%	.0%
Susanville	0	0	0	0
	.0%	.0%	.0%	.0%
Auburn	0	0	0	0
	.0%	6.4%	.0%	.0%
Grass Valley	0	0	0	0
	.0%	.0%	.0%	.0%
Beckwourth	0	0	2	0
	.0%	.0%	14.5%	.0%
Sierraville	0	0	1	5
	.0%	6.4%	6.9%	12.0%
Fernley	0	0	0	0
	.0%	.0%	.0%	.0%
Quincy	0	0	2	1
	.0%	.0%	14.1%	2.6%
Other	0	0	0	0
	.0%	.0%	.0%	.0%
Not sure/DK/NA	0	0	0	1
	.0%	.0%	.0%	2.1%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Vicinity of Airport		
	Prosser	Tahoe Donner	Not in Area
Total	24	58	9
Blue Canyon-Nyack Airport	4 16.6%	9 16.1%	0 .0%
Carson City Airport	3 11.3%	6 10.5%	2 21.9%
South Lake Tahoe Airport/South Tahoe	10 41.5%	20 35.5%	2 23.8%
Minden Tahoe Airport	0 .9%	1 1.7%	0 .0%
Nervino Airport	1 3.9%	2 3.7%	1 11.5%
Reno/Tahoe Airport	15 64.8%	39 67.1%	8 89.6%
Reno-Stead Airport	3 11.9%	11 18.2%	0 4.6%
Tahoe Airport (General, not specific)	4 18.6%	3 4.6%	0 .0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	15 62.6%	50 86.9%	9 100.0%
Sacramento	1 3.9%	2 3.5%	0 .0%
Placer	0 .0%	0 .0%	0 .0%
Susanville	0 .0%	0 .0%	0 .0%
Auburn	3 11.9%	2 4.3%	0 .0%
Grass Valley	4 15.7%	2 3.2%	0 .0%
Beckwourth	1 3.9%	0 .0%	1 11.5%
Sierraville	4 16.9%	6 10.0%	0 .0%
Fernley	0 .0%	1 1.6%	0 .0%
Quincy	0 .9%	1 1.6%	0 .0%
Other	0 .0%	0 .0%	0 .0%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Vicinity of Airport				
	Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
Blue Canyon-Nyack Airport			a	a	
Carson City Airport			a	a	
South Lake Tahoe Airport/South Tahoe			a		
Minden Tahoe Airport			a		
Nervino Airport			a	a	
Reno/Tahoe Airport					
Reno-Stead Airport				C J K	
Tahoe Airport (General, not specific)				a	
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee					F
Sacramento	a		a	a	
Placer	a	a	a	a	a
Susanville	a	a	a	a	
Auburn	a		a	a	
Grass Valley	a		a	a	
Beckwourth	a	a	a	a	
Sierraville	a	a	a	a	
Fernley	a	a	a	a	a
Quincy	a	a	a	a	a
Other	a	a	a	a	
Not sure/DK/NA					

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
		(F)	(G)	(H)	(I)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	a	.	a	.
	Carson City Airport	a	a	a	.
	South Lake Tahoe Airport/South Tahoe	a	.	.	.
	Minden Tahoe Airport	a	a	a	.
	Nervino Airport	a	.	a	.
	Reno/Tahoe Airport	.	.	.	.
	Reno-Stead Airport	.	.	.	.
	Tahoe Airport (General, not specific)	a	.	.	.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.	.	F	F
	Sacramento	a	.	a	.
	Placer	a	.	a	a
	Susanville	a	a	a	a
	Auburn	a	.	a	a
	Grass Valley	a	a	a	a
	Beckwourth	a	a	.	a
	Sierraville	a	.	.	.
	Fernley	a	a	a	a
	Quincy	a	a	.	.
	Other	a	a	a	a
	Not sure/DK/NA	a	a	.	.

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	.	.	a
	Carson City Airport	.	.	.
	South Lake Tahoe Airport/South Tahoe	.	.	.
	Minden Tahoe Airport	.	.	a
	Nervino Airport	.	.	.
	Reno/Tahoe Airport	.	.	.
	Reno-Stead Airport	.	.	.
	Tahoe Airport (General, not specific)	.	.	.
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.	F	F
	Sacramento	.	.	a
	Placer	a	a	a
	Susanville	a	a	a
	Auburn	.	.	a
	Grass Valley	.	.	a
	Beckwourth	.	a	.
	Sierraville	.	.	a
	Fernley	a	.	a
	Quincy	.	.	a
	Other	a	a	a
	Not sure/DK/NA	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not enough
Total	527	18	276	133
Blue Canyon-Nyack Airport	33	5	11	6
	6.2%	25.4%	3.8%	4.2%
Carson City Airport	54	5	28	12
	10.2%	28.2%	10.3%	9.2%
South Lake Tahoe Airport/South Tahoe	168	7	85	41
	31.8%	37.2%	30.9%	31.0%
Minden Tahoe Airport	22	1	14	3
	4.2%	6.2%	5.2%	2.0%
Nervino Airport	8	0	4	4
	1.5%	.0%	1.5%	3.0%
Reno/Tahoe Airport	378	17	203	96
	71.7%	91.4%	73.4%	71.8%
Reno-Stead Airport	96	3	57	27
	18.3%	18.4%	20.6%	20.0%
Tahoe Airport (General, not specific)	69	0	42	16
	13.2%	2.3%	15.3%	12.3%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	10	227	98
	79.1%	52.4%	82.1%	74.0%
Sacramento	21	0	8	10
	4.0%	.0%	2.8%	7.5%
Placer	2	0	1	0
	.3%	.0%	.5%	.3%
Susanville	1	0	1	0
	.2%	.0%	.3%	.3%
Auburn	10	1	5	2
	1.9%	5.1%	1.9%	1.7%
Grass Valley	10	1	4	0
	1.8%	6.3%	1.6%	.0%
Beckwourth	6	0	2	4
	1.1%	.0%	.7%	2.9%
Sierraville	22	6	3	7
	4.2%	31.7%	1.0%	5.5%
Fernley	1	0	0	1
	.2%	.0%	.0%	.7%
Gardnerville	1	0	1	0
	.2%	.0%	.3%	.0%
Quincy	5	0	1	3
	.9%	.0%	.4%	2.1%
Other	13	0	4	9
	2.4%	.0%	1.3%	6.8%
Not sure/DK/NA	2	0	0	2
	.4%	.0%	.0%	1.4%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Amount Airport is Doing About Noise/Low Flying Aircraft
	Not sure/No opinion/DK/NA
Total	100
Blue Canyon-Nyack Airport	12
	11.8%
Carson City Airport	8
	8.0%
South Lake Tahoe Airport/South Tahoe	35
	34.6%
Minden Tahoe Airport	4
	3.9%
Nervino Airport	0
	.0%
Reno/Tahoe Airport	63
	63.2%
Reno-Stead Airport	10
	9.7%
Tahoe Airport (General, not specific)	11
	10.5%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	82
	82.7%
Sacramento	4
	3.7%
Placer	0
	.0%
Susanville	0
	.0%
Auburn	2
	1.7%
Grass Valley	4
	4.1%
Beckwourth	0
	.0%
Sierraville	6
	6.4%
Fernley	0
	.0%
Gardnerville	0
	.3%
Quincy	1
	1.1%
Other	0
	.0%
Not sure/DK/NA	0
	.3%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	B C			B
	Carson City Airport				
	South Lake Tahoe Airport/South Tahoe				
	Minden Tahoe Airport				
	Nervino Airport	a			a
	Reno/Tahoe Airport	.			.
	Reno-Stead Airport				
	Tahoe Airport (General, not specific)				
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		A		A
	Sacramento	a			a
	Placer	a			a
	Susanville	a			a
	Auburn			a	
	Grass Valley	a			a
	Beckwourth				
	Sierraville	B C D		B	B
	Fernley	a	a		a
Gardnerville	a		a		
Quincy	a			a	
Other	a		B D	a	
Not sure/DK/NA	.	a		.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Reduce Number of Flights			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	527	66	99	163
Blue Canyon-Nyack Airport	33 6.2%	3 4.8%	8 8.4%	5 3.0%
Carson City Airport	54 10.2%	3 5.2%	17 17.7%	17 10.2%
South Lake Tahoe Airport/South Tahoe	168 31.8%	19 29.5%	22 22.2%	47 28.7%
Minden Tahoe Airport	22 4.2%	2 2.6%	5 4.8%	8 4.8%
Nervino Airport	8 1.5%	0 .0%	1 1.0%	3 1.8%
Reno/Tahoe Airport	378 71.7%	53 81.5%	62 63.0%	130 80.0%
Reno-Stead Airport	96 18.3%	14 21.9%	11 11.4%	33 20.3%
Tahoe Airport (General, not specific)	69 13.2%	5 7.4%	12 12.4%	28 17.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	56 85.8%	71 71.6%	136 83.9%
Sacramento	21 4.0%	1 1.1%	3 2.7%	10 6.0%
Placer	2 .3%	0 .0%	0 .0%	1 .4%
Susanville	1 .2%	0 .0%	0 .0%	1 .7%
Auburn	10 1.9%	0 .6%	1 .9%	3 1.6%
Grass Valley	10 1.8%	0 .0%	0 .0%	1 .8%
Beckwourth	6 1.1%	2 3.0%	1 1.0%	3 1.6%
Sierraville	22 4.2%	5 8.2%	7 7.1%	3 1.7%
Fernley	1 .2%	0 .0%	0 .0%	1 .6%
Gardnerville	1 .2%	0 .0%	0 .0%	0 .0%
Quincy	5 .9%	0 .0%	1 .9%	1 .6%
Other	13 2.4%	1 .8%	2 2.2%	2 1.4%
Not sure/DK/NA	2 .4%	1 1.4%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Reduce Number of Flights	
	Strongly disagree	Not sure/DK/NA
Total	123	77
Blue Canyon-Nyack Airport	12 9.5%	5 6.1%
Carson City Airport	10 7.8%	7 8.7%
South Lake Tahoe Airport/South Tahoe	44 35.5%	36 47.0%
Minden Tahoe Airport	6 5.0%	2 2.3%
Nervino Airport	2 1.4%	2 2.9%
Reno/Tahoe Airport	77 62.6%	55 71.7%
Reno-Stead Airport	26 21.2%	12 15.2%
Tahoe Airport (General, not specific)	16 13.2%	9 11.1%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	83 67.2%	71 92.2%
Sacramento	4 3.1%	4 5.6%
Placer	0 .0%	1 1.5%
Susanville	0 .0%	0 .0%
Auburn	5 3.9%	1 1.6%
Grass Valley	7 5.7%	1 1.8%
Beckwourth	0 .2%	0 .0%
Sierraville	5 4.0%	2 2.5%
Fernley	0 .0%	0 .0%
Gardnerville	1 .7%	0 .4%
Quincy	2 1.7%	1 1.4%
Other	7 6.0%	0 .0%
Not sure/DK/NA	1 .8%	0 .4%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport				
Carson City Airport				
South Lake Tahoe Airport/South Tahoe				
Minden Tahoe Airport				
Nervino Airport	a			
Reno/Tahoe Airport	.		B D	
Reno-Stead Airport				
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee			D	
Sacramento	a	a		
Placer	a	a		a
Susanville	.	.		.
Auburn	a	a		C
Grass Valley	.	.		
Beckwourth				
Sierraville	a	a		a
Fernley	a	a	a	.
Gardnerville	.	.		
Quincy	.	.		
Other			a	
Not sure/DK/NA			.	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights	Not sure/DK/NA (E)		
			Blue Canyon-Nyack Airport	B
			Carson City Airport	
South Lake Tahoe Airport/South Tahoe				
Minden Tahoe Airport				
Nervino Airport				
Reno/Tahoe Airport				
Reno-Stead Airport				
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	B D			
Sacramento				
Placer	a			
Susanville	.			
Auburn				
Grass Valley	a			
Beckwourth	.			
Sierraville	a			
Fernley	.			
Gardnerville				
Quincy	a			
Other	.			
Not sure/DK/NA				

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Remain the Way it Is			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	527	82	172	132
Blue Canyon-Nyack Airport	33 6.2%	4 5.3%	5 2.9%	16 12.2%
Carson City Airport	54 10.2%	6 7.1%	13 7.5%	18 13.5%
South Lake Tahoe Airport/South Tahoe	168 31.8%	25 30.2%	42 24.6%	51 38.8%
Minden Tahoe Airport	22 4.2%	4 4.9%	11 6.5%	4 3.0%
Nervino Airport	8 1.5%	0 .0%	2 1.0%	4 2.7%
Reno/Tahoe Airport	378 71.7%	52 63.1%	119 69.3%	102 77.1%
Reno-Stead Airport	96 18.3%	7 8.3%	36 20.7%	27 20.4%
Tahoe Airport (General, not specific)	69 13.2%	14 17.2%	22 12.6%	18 13.3%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417 79.1%	40 49.2%	148 85.9%	115 86.7%
Sacramento	21 4.0%	1 1.2%	12 7.0%	2 1.8%
Placer	2 .3%	0 .0%	0 2%	1 1.0%
Susanville	1 .2%	0 .0%	0 .2%	0 .0%
Auburn	10 1.9%	0 .0%	2 1.4%	3 2.5%
Grass Valley	10 1.8%	0 .0%	1 .5%	6 4.4%
Beckwourth	6 1.1%	0 .0%	0 0%	3 2.2%
Sierraville	22 4.2%	0 .0%	7 4.3%	9 6.8%
Fernley	1 .2%	0 .0%	1 .5%	0 .0%
Gardnerville	1 .2%	1 1.0%	0 .0%	0 .0%
Quincy	5 .9%	0 .0%	1 .8%	3 2.1%
Other	13 2.4%	7 9.0%	2 1.0%	3 2.5%
Not sure/DK/NA	2 .4%	0 .0%	0 .0%	0 .0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Remain the Way it Is	
	Strongly disagree	Not sure/DK/NA
Total	88	53
Blue Canyon-Nyack Airport	4 4.7%	3 5.7%
Carson City Airport	13 14.4%	5 8.6%
South Lake Tahoe Airport/South Tahoe	33 37.1%	17 31.8%
Minden Tahoe Airport	2 2.1%	1 2.2%
Nervino Airport	3 3.1%	0 .0%
Reno/Tahoe Airport	64 72.2%	42 78.8%
Reno-Stead Airport	23 26.1%	4 7.5%
Tahoe Airport (General, not specific)	11 12.7%	5 9.3%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	68 76.8%	47 88.6%
Sacramento	3 3.8%	3 4.8%
Placer	0 .0%	0 .0%
Susanville	1 .8%	0 .0%
Auburn	4 4.5%	0 .6%
Grass Valley	2 2.7%	0 .8%
Beckwourth	3 3.0%	0 .6%
Sierraville	3 3.7%	3 4.7%
Fernley	0 .0%	0 .0%
Gardnerville	0 .0%	0 .6%
Quincy	0 .0%	1 1.8%
Other	0 .0%	0 .0%
Not sure/DK/NA	1 1.2%	1 2.3%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport			B	
Carson City Airport				
South Lake Tahoe Airport/South Tahoe				
Minden Tahoe Airport				
Nervino Airport	a			
Reno/Tahoe Airport	.			
Reno-Stead Airport				A
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		A	A	A
Sacramento				a
Placer	a			.
Susanville	.		a	
Auburn	a			
Grass Valley	.			
Beckwourth	a	a		
Sierraville	.			
Fernley	.		a	a
Gardnerville	.	a	a	a
Quincy	a			.
Other	B			.
Not sure/DK/NA	a		a	.

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

	Remain the Way it Is
	Not sure/DK/NA
	(E)
Blue Canyon-Nyack Airport	.
Carson City Airport	.
South Lake Tahoe Airport/South Tahoe	.
Minden Tahoe Airport	.
Nervino Airport	a
Reno/Tahoe Airport	.
Reno-Stead Airport	.
Tahoe Airport (General, not specific)	.
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	A
Sacramento	.
Placer	a
Susanville	.
Auburn	.
Grass Valley	.
Beckwourth	.
Sierraville	.
Fernley	a
Gardnerville	.
Quincy	.
Other	.
Not sure/DK/NA	.

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Manage the Growth of Operations			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	527	232	221	33
Blue Canyon-Nyack Airport	33	12	15	1
	6.2%	5.2%	6.7%	2.2%
Carson City Airport	54	18	27	4
	10.2%	7.8%	12.4%	11.9%
South Lake Tahoe Airport/South Tahoe	168	76	55	13
	31.8%	32.8%	24.9%	41.0%
Minden Tahoe Airport	22	6	14	0
	4.2%	2.4%	6.6%	.0%
Nervino Airport	8	5	1	0
	1.5%	2.3%	.7%	.0%
Reno/Tahoe Airport	378	162	167	27
	71.7%	69.6%	75.8%	82.0%
Reno-Stead Airport	96	47	36	5
	18.3%	20.3%	16.1%	16.1%
Tahoe Airport (General, not specific)	69	43	19	4
	13.2%	18.7%	8.5%	10.7%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	166	184	30
	79.1%	71.3%	83.6%	92.7%
Sacramento	21	7	12	2
	4.0%	2.9%	5.2%	5.5%
Placer	2	1	1	0
	.3%	.5%	.3%	.0%
Susanville	1	0	1	0
	.2%	.0%	.5%	.0%
Auburn	10	5	4	1
	1.9%	2.1%	1.9%	1.9%
Grass Valley	10	7	2	1
	1.8%	2.9%	.9%	2.8%
Beckwourth	6	2	4	0
	1.1%	.9%	1.7%	.0%
Sierraville	22	7	10	1
	4.2%	2.9%	4.5%	1.9%
Fernley	1	0	1	0
	.2%	.0%	.4%	.0%
Gardnerville	1	1	0	0
	.2%	.4%	.0%	.0%
Quincy	5	1	3	0
	.9%	.4%	1.3%	.6%
Other	13	10	1	0
	2.4%	4.3%	.6%	.0%
Not sure/DK/NA	2	2	0	0
	.4%	.8%	.0%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Manage the Growth of Operations	
	Strongly disagree	Not sure/DK/NA
Total	10	32
Blue Canyon-Nyack Airport	3 27.3%	2 7.5%
Carson City Airport	2 24.3%	2 6.2%
South Lake Tahoe Airport/South Tahoe	5 49.3%	18 58.1%
Minden Tahoe Airport	1 15.1%	1 2.3%
Nervino Airport	0 .0%	1 3.9%
Reno/Tahoe Airport	8 84.0%	14 44.7%
Reno-Stead Airport	3 27.9%	6 17.8%
Tahoe Airport (General, not specific)	2 20.6%	2 6.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	6 64.5%	30 95.9%
Sacramento	1 11.9%	0 .0%
Placer	0 .0%	0 .0%
Susanville	0 .0%	0 .0%
Auburn	0 .0%	0 1.0%
Grass Valley	0 .0%	0 .0%
Beckwourth	0 .0%	0 .0%
Sierraville	0 .0%	5 15.2%
Fernley	0 .0%	0 .0%
Gardnerville	0 .0%	0 1.0%
Quincy	0 .0%	1 3.0%
Other	1 11.6%	0 .0%
Not sure/DK/NA	0 .0%	0 1.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport				A
Carson City Airport				
South Lake Tahoe Airport/South Tahoe			a	
Minden Tahoe Airport			a	a
Nervino Airport				.
Reno/Tahoe Airport		E	E	
Reno-Stead Airport				
Tahoe Airport (General, not specific)	B			
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		A		
Sacramento			a	a
Placer	a		a	a
Susanville	.		.	a
Auburn				a
Grass Valley			a	a
Beckwourth				.
Sierraville			a	a
Fernley	a		a	a
Gardnerville	.	a	a	a
Quincy				.
Other	B		a	B
Not sure/DK/NA			a	a

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations	
	Not sure/DK/NA	
	(E)	
Blue Canyon-Nyack Airport	B	
Carson City Airport		
South Lake Tahoe Airport/South Tahoe		
Minden Tahoe Airport		
Nervino Airport		
Reno/Tahoe Airport		
Reno-Stead Airport		
Tahoe Airport (General, not specific)		
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		A
Sacramento		a
Placer	a	
Susanville	a	
Auburn	a	
Grass Valley	a	
Beckwourth	.	
Sierraville	A	
Fernley	a	
Gardnerville	.	
Quincy	.	
Other	.	
Not sure/DK/NA	.	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
Total	527	61	465	1
Blue Canyon-Nyack Airport	33	9	24	0
	6.2%	14.5%	5.1%	.0%
Carson City Airport	54	13	41	0
	10.2%	20.6%	8.9%	.0%
South Lake Tahoe Airport/South Tahoe	168	22	146	0
	31.8%	35.6%	31.4%	.0%
Minden Tahoe Airport	22	6	16	0
	4.2%	9.4%	3.5%	.0%
Nervino Airport	8	1	7	0
	1.5%	2.2%	1.4%	.0%
Reno/Tahoe Airport	378	33	344	1
	71.7%	53.8%	74.0%	100.0%
Reno-Stead Airport	96	13	84	0
	18.3%	20.7%	18.0%	.0%
Tahoe Airport (General, not specific)	69	10	59	0
	13.2%	16.8%	12.7%	.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	55	360	1
	79.1%	91.3%	77.5%	100.0%
Sacramento	21	1	20	0
	4.0%	1.4%	4.4%	.0%
Placer	2	0	2	0
	.3%	.0%	.4%	.0%
Susanville	1	0	1	0
	.2%	.0%	.2%	.0%
Auburn	10	2	8	0
	1.9%	3.1%	1.8%	.0%
Grass Valley	10	4	6	0
	1.8%	6.1%	1.3%	.0%
Beckwourth	6	0	6	0
	1.1%	.0%	1.3%	.0%
Sierraville	22	6	16	0
	4.2%	9.5%	3.5%	.0%
Fernley	1	0	1	0
	.2%	.0%	.2%	.0%
Gardnerville	1	1	0	0
	.2%	1.3%	.1%	.0%
Quincy	5	0	5	0
	.9%	.0%	1.1%	.0%
Other	13	0	13	0
	2.4%	.0%	2.7%	.0%
Not sure/DK/NA	2	0	2	0
	.4%	.0%	.5%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{c,d}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
Blue Canyon-Nyack Airport	B		a,,b
Carson City Airport	B		a,,b
South Lake Tahoe Airport/South Tahoe			a,,b
Minden Tahoe Airport	B		a,,b
Nervino Airport		A	a,,b
Reno/Tahoe Airport		A	a,,b
Reno-Stead Airport			a,,b
Tahoe Airport (General, not specific)			a,,b
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	B		a,,b
Sacramento			a,,b
Placer	,b		a,,b
Susanville	,b		a,,b
Auburn			a,,b
Grass Valley	B		a,,b
Beckwourth	,b		a,,b
Sierraville	B		a,,b
Fernley	,b		a,,b
Gardnerville	B		a,,b
Quincy	,b		a,,b
Other	,b		a,,b
Not sure/DK/NA			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
Total	527	398	128	1
Blue Canyon-Nyack Airport	33	25	7	0
Carson City Airport	6.2%	6.4%	5.7%	.0%
Carson City Airport	54	40	14	0
Carson City Airport	10.2%	10.1%	10.6%	.0%
South Lake Tahoe Airport/South Tahoe	168	141	26	1
South Lake Tahoe Airport/South Tahoe	31.8%	35.4%	20.2%	100.0%
Minden Tahoe Airport	22	18	4	0
Minden Tahoe Airport	4.2%	4.6%	3.0%	.0%
Nervino Airport	8	8	0	0
Nervino Airport	1.5%	2.0%	.0%	.0%
Reno/Tahoe Airport	378	313	64	1
Reno/Tahoe Airport	71.7%	78.5%	50.4%	100.0%
Reno-Stead Airport	96	91	6	0
Reno-Stead Airport	18.3%	22.8%	4.4%	.0%
Tahoe Airport (General, not specific)	69	56	13	0
Tahoe Airport (General, not specific)	13.2%	14.1%	10.3%	.0%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	333	83	1
Truckee Tahoe Airport/Truckee Airport/Airport in Truckee	79.1%	83.7%	64.8%	100.0%
Sacramento	21	18	4	0
Sacramento	4.0%	4.4%	2.9%	.0%
Placer	2	1	0	0
Placer	.3%	.3%	.3%	.0%
Susanville	1	1	0	0
Susanville	.2%	.2%	.3%	.0%
Auburn	10	9	0	1
Auburn	1.9%	2.2%	.3%	100.0%
Grass Valley	10	9	0	1
Grass Valley	1.8%	2.2%	.0%	100.0%
Beckwourth	6	6	0	0
Beckwourth	1.1%	1.5%	.0%	.0%
Sierraville	22	19	2	1
Sierraville	4.2%	4.8%	1.5%	100.0%
Fernley	1	1	0	0
Fernley	.2%	.2%	.0%	.0%
Gardnerville	1	0	1	0
Gardnerville	.2%	.1%	.6%	.0%
Quincy	5	4	1	0
Quincy	.9%	1.0%	.8%	.0%
Other	13	3	9	0
Other	2.4%	.8%	7.4%	.0%
Not sure/DK/NA	2	2	0	0
Not sure/DK/NA	.4%	.5%	.2%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{c,d}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
Blue Canyon-Nyack Airport			a.,b
Carson City Airport			a.,b
South Lake Tahoe Airport/South Tahoe	B		a.,b
Minden Tahoe Airport			a.,b
Nervino Airport			a.,b
Reno/Tahoe Airport	B		a.,b
Reno-Stead Airport	B		a.,b
Tahoe Airport (General, not specific)			a.,b
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	B		a.,b
Sacramento			a.,b
Placer			a.,b
Susanville			a.,b
Auburn			a.,b
Grass Valley		.b	a.,b
Beckwourth		.b	a.,b
Sierraville			a.,b
Fernley		.b	a.,b
Gardnerville			a.,b
Quincy			a.,b
Other		A	a.,b
Not sure/DK/NA			a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	First Favorable/Unfavorable			
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	527	160	188	60
Blue Canyon-Nyack Airport	33	16	11	1
	6.2%	10.3%	5.7%	2.3%
Carson City Airport	54	16	16	12
	10.2%	9.9%	8.4%	19.3%
South Lake Tahoe Airport/South Tahoe	168	57	63	12
	31.8%	35.6%	33.5%	20.2%
Minden Tahoe Airport	22	15	5	0
	4.2%	9.4%	2.8%	.0%
Nervino Airport	8	2	4	1
	1.5%	1.4%	2.0%	1.5%
Reno/Tahoe Airport	378	118	125	46
	71.7%	74.1%	66.4%	76.2%
Reno-Stead Airport	96	29	38	9
	18.3%	18.3%	19.9%	15.3%
Tahoe Airport (General, not specific)	69	17	37	5
	13.2%	10.8%	19.7%	7.8%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	144	146	42
	79.1%	89.8%	77.6%	69.3%
Sacramento	21	8	11	2
	4.0%	4.7%	6.0%	4.0%
Placer	2	0	1	0
	.3%	.1%	.6%	.0%
Susanville	1	1	0	0
	.2%	.5%	.0%	.0%
Auburn	10	5	3	2
	1.9%	3.2%	1.5%	3.3%
Grass Valley	10	7	2	0
	1.8%	4.7%	1.1%	.0%
Beckwourth	6	2	2	0
	1.1%	1.2%	1.0%	.0%
Sierraville	22	10	3	5
	4.2%	6.1%	1.5%	7.7%
Fernley	1	0	1	0
	.2%	.0%	.5%	.0%
Gardnerville	1	0	1	0
	.2%	.0%	.6%	.0%
Quincy	5	1	1	2
	.9%	.7%	.5%	3.4%
Other	13	1	1	0
	2.4%	.7%	.6%	.0%
Not sure/DK/NA	2	1	1	0
	.4%	.6%	.5%	.0%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	First Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	30	89
Blue Canyon-Nyack Airport	3 10.5%	1 1.0%
Carson City Airport	2 6.7%	9 9.6%
South Lake Tahoe Airport/South Tahoe	13 42.6%	23 25.7%
Minden Tahoe Airport	1 3.7%	1 .9%
Nervino Airport	1 4.1%	0 .0%
Reno/Tahoe Airport	16 53.4%	73 82.0%
Reno-Stead Airport	8 26.6%	12 14.0%
Tahoe Airport (General, not specific)	1 3.2%	9 10.6%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	21 68.9%	65 73.2%
Sacramento	0 .0%	0 .0%
Placer	0 .0%	0 .5%
Susanville	0 .0%	0 .5%
Auburn	0 .0%	0 .0%
Grass Valley	0 .0%	0 .0%
Beckwourth	2 6.6%	0 .0%
Sierraville	4 13.0%	1 1.2%
Fernley	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%
Quincy	1 2.9%	0 .0%
Other	8 25.1%	3 3.1%
Not sure/DK/NA	0 .0%	0 .3%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport				
Carson City Airport				
South Lake Tahoe Airport/South Tahoe				
Minden Tahoe Airport				
Nervino Airport				
Reno/Tahoe Airport				
Reno-Stead Airport				
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	B C D E			
Sacramento			a	a
Placer			a	a
Susanville		a		a
Auburn			a	a
Grass Valley	B		a	
Beckwourth			a	
Sierraville			a	B
Fernley	a		a	a
Gardnerville	a		a	a
Quincy				
Other			a	A B E
Not sure/DK/NA			a	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
2. Please name as many of the individual airports with 60 miles of your residence as you can	Blue Canyon-Nyack Airport	
	Carson City Airport	
	South Lake Tahoe Airport/South Tahoe	
	Minden Tahoe Airport	
	Nervino Airport	a
	Reno/Tahoe Airport	D
	Reno-Stead Airport	
	Tahoe Airport (General, not specific)	
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	
	Sacramento	
	Placer	
	Susanville	a
	Auburn	a
	Grass Valley	a
	Beckwourth	.
	Sierraville	a
	Fernley	a
Gardnerville	a	
Quincy	.	
Other	.	
Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
2. Please name as many of the individual airports with 60 miles of your residence as you can	Total	527	205	195	43
	Blue Canyon-Nyack Airport	33	17	11	0
		6.2%	8.4%	5.5%	.0%
	Carson City Airport	54	22	15	1
		10.2%	10.7%	7.7%	3.5%
	South Lake Tahoe Airport/South Tahoe	168	65	56	12
		31.8%	31.7%	28.7%	28.4%
	Minden Tahoe Airport	22	16	3	2
		4.2%	7.9%	1.5%	3.5%
	Nervino Airport	8	4	2	1
		1.5%	1.8%	1.2%	2.2%
	Reno/Tahoe Airport	378	152	148	33
		71.7%	74.0%	75.7%	76.0%
	Reno-Stead Airport	96	41	26	10
		18.3%	19.9%	13.1%	22.7%
	Tahoe Airport (General, not specific)	69	32	27	4
		13.2%	15.6%	13.8%	9.1%
	Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	164	162	35
		79.1%	79.7%	82.8%	80.7%
	Sacramento	21	6	13	1
		4.0%	3.1%	6.6%	2.6%
	Placer	2	0	1	0
		.3%	.1%	.6%	.0%
	Susanville	1	1	0	0
		.2%	.4%	.0%	.0%
	Auburn	10	5	3	1
		1.9%	2.4%	1.5%	3.1%
Grass Valley	10	6	2	0	
	1.8%	3.0%	1.1%	.0%	
Beckwourth	6	2	2	0	
	1.1%	.8%	1.0%	.7%	
Sierraville	22	8	5	8	
	4.2%	4.1%	2.6%	17.8%	
Fernley	1	0	1	0	
	.2%	.0%	.5%	.0%	
Gardnerville	1	0	1	0	
	.2%	.0%	.6%	.0%	
Quincy	5	1	3	1	
	.9%	.6%	1.5%	2.0%	
Other	13	2	2	2	
	2.4%	.9%	.9%	3.7%	
Not sure/DK/NA	2	0	1	0	
	.4%	.0%	.5%	.0%	

	Second Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	40	43
Blue Canyon-Nyack Airport	3 8.0%	1 3.1%
Carson City Airport	13 32.8%	2 4.9%
South Lake Tahoe Airport/South Tahoe	15 37.6%	19 44.8%
Minden Tahoe Airport	1 2.8%	0 .7%
Nervino Airport	1 3.1%	0 .0%
Reno/Tahoe Airport	23 55.9%	23 53.5%
Reno-Stead Airport	11 26.6%	9 21.7%
Tahoe Airport (General, not specific)	1 2.4%	5 12.7%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	22 55.8%	34 79.8%
Sacramento	0 .0%	1 1.7%
Placer	0 .0%	0 1.0%
Susanville	0 .0%	0 1.0%
Auburn	0 .0%	1 2.2%
Grass Valley	0 .0%	1 3.2%
Beckwourth	2 4.9%	0 .0%
Sierraville	0 .0%	1 2.2%
Fernley	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%
Quincy	0 .0%	0 .0%
Other	7 18.4%	0 .0%
Not sure/DK/NA	0 .8%	1 2.1%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Second Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport			a	
Carson City Airport				A B C E
South Lake Tahoe Airport/South Tahoe				
Minden Tahoe Airport	B			
Nervino Airport				
Reno/Tahoe Airport		E		
Reno-Stead Airport				
Tahoe Airport (General, not specific)				
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	D	D		
Sacramento			a	a
Placer			a	a
Susanville		a	a	a
Auburn			a	a
Grass Valley				
Beckwourth				
Sierraville			A B	a
Fernley	a		a	a
Gardnerville	a		a	a
Quincy				a
Other				A B E
Not sure/DK/NA	a		a	

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Second Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
Blue Canyon-Nyack Airport	
Carson City Airport	
South Lake Tahoe Airport/South Tahoe	
Minden Tahoe Airport	
Nervino Airport	a
Reno/Tahoe Airport	
Reno-Stead Airport	
Tahoe Airport (General, not specific)	
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	
Sacramento	
Placer	
Susanville	
Auburn	
Grass Valley	
Beckwourth	a
Sierraville	
Fernley	a
Gardnerville	a
Quincy	a
Other	
Not sure/DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Shift			
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both
Total	527	78	19	322
Blue Canyon-Nyack Airport	33	1	0	27
	6.2%	1.6%	.0%	8.3%
Carson City Airport	54	6	5	30
	10.2%	8.3%	27.2%	9.4%
South Lake Tahoe Airport/South Tahoe	168	12	9	109
	31.8%	15.4%	46.4%	33.8%
Minden Tahoe Airport	22	1	2	18
	4.2%	1.0%	8.1%	5.7%
Nervino Airport	8	0	0	6
	1.5%	.0%	.0%	1.8%
Reno/Tahoe Airport	378	71	13	229
	71.7%	90.5%	69.8%	71.0%
Reno-Stead Airport	96	10	9	56
	18.3%	13.3%	45.7%	17.4%
Tahoe Airport (General, not specific)	69	11	2	48
	13.2%	14.2%	8.1%	14.9%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	417	59	16	266
	79.1%	75.7%	86.6%	82.6%
Sacramento	21	2	1	17
	4.0%	2.6%	3.9%	5.4%
Placer	2	0	0	1
	.3%	.0%	.0%	.4%
Susanville	1	0	0	1
	.2%	.0%	.0%	.2%
Auburn	10	1	0	7
	1.9%	.8%	.0%	2.2%
Grass Valley	10	0	0	8
	1.8%	.0%	.0%	2.6%
Beckwourth	6	0	0	4
	1.1%	.0%	1.6%	1.1%
Sierraville	22	1	1	12
	4.2%	1.6%	7.3%	3.8%
Fernley	1	0	0	1
	.2%	.0%	.0%	.3%
Gardnerville	1	0	0	1
	.2%	.0%	.0%	.3%
Quincy	5	2	0	2
	.9%	2.6%	.0%	.6%
Other	13	1	1	2
	2.4%	1.6%	7.9%	.7%
Not sure/DK/NA	2	0	0	1
	.4%	.0%	1.6%	.3%

2. Please name as many of the individual airports with 60 miles of your residence as you can

	Shift		
	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
Total	65	17	26
Blue Canyon-Nyack Airport	3 5.0%	1 5.5%	0 1.6%
Carson City Airport	10 14.8%	0 .0%	2 7.9%
South Lake Tahoe Airport/South Tahoe	19 28.9%	9 53.0%	10 39.7%
Minden Tahoe Airport	1 1.7%	0 .0%	0 1.2%
Nervino Airport	2 3.3%	0 .0%	0 .0%
Reno/Tahoe Airport	42 65.3%	11 64.5%	12 46.6%
Reno-Stead Airport	12 18.5%	0 .6%	9 34.9%
Tahoe Airport (General, not specific)	3 5.2%	1 3.8%	5 18.4%
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	41 63.4%	9 56.9%	25 94.2%
Sacramento	0 .6%	0 .0%	1 2.8%
Placer	0 .0%	0 2.6%	0 .0%
Susanville	0 .0%	0 2.6%	0 .0%
Auburn	1 2.1%	0 .0%	1 3.5%
Grass Valley	0 .0%	0 .0%	1 5.2%
Beckwourth	2 3.0%	0 .0%	0 .0%
Sierraville	6 9.8%	0 .0%	1 3.5%
Fernley	0 .0%	0 .0%	0 .0%
Gardnerville	0 .0%	0 .0%	0 .0%
Quincy	1 1.4%	0 .0%	0 .0%
Other	8 11.6%	0 .0%	0 .0%
Not sure/DK/NA	0 .0%	0 .0%	1 3.4%

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions ^{b,c}

	Shift			
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
	(A)	(B)	(C)	(D)
Blue Canyon-Nyack Airport	.	a	.	.
Carson City Airport
South Lake Tahoe Airport/South Tahoe	.	A	A	.
Minden Tahoe Airport
Nervino Airport	a	.	.	.
Reno/Tahoe Airport	C D F	.	.	.
Reno-Stead Airport	.	A C E	.	.
Tahoe Airport (General, not specific)
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee	.	.	D	.
Sacramento	.	.	.	a
Placer	.	.	.	a
Susanville	.	.	.	a
Auburn	.	.	.	a
Grass Valley
Beckwourth
Sierraville	.	.	.	a
Fernley	.	.	.	a
Gardnerville
Quincy
Other	.	C	.	C
Not sure/DK/NA

2. Please name as many of the individual airports with 60 miles of your residence as you can

Comparisons of Column Proportions^{b,c}

	Shift	
	DK/NA on Both	Switch to DK/NA
	(E)	(F)
Blue Canyon-Nyack Airport	a	
Carson City Airport	.	
South Lake Tahoe Airport/South Tahoe	A	
Minden Tahoe Airport	a	
Nervino Airport	.	a
Reno/Tahoe Airport	.	
Reno-Stead Airport	.	
Tahoe Airport (General, not specific)	.	
Truckee Tahoe Airport/Truckee Airport/Tahoe-Truckee Airport/Airport in Truckee		D E
Sacramento	a	
Placer	.	a
Susanville	.	a
Auburn	a	
Grass Valley	a	
Beckwourth	.	a
Sierraville	a	
Fernley	.	a
Gardnerville	a	a
Quincy	a	a
Other	a	.
Not sure/DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	527	527
Strongly favorable	160	160
	30.3%	30.3%
Somewhat favorable	188	188
	35.7%	35.7%
Somewhat unfavorable	60	60
	11.4%	11.4%
Strongly unfavorable	30	30
	5.7%	5.7%
DK/NA	89	89
	16.9%	16.9%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	.
	Somewhat favorable	.
	Somewhat unfavorable	.
	Strongly unfavorable	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	284	240	3
	Strongly favorable	160	94	65	1
		30.3%	33.0%	27.0%	38.2%
	Somewhat favorable	188	94	95	0
		35.7%	32.9%	39.5%	.0%
	Somewhat unfavorable	60	40	20	1
		11.4%	13.9%	8.2%	26.9%
Strongly unfavorable	30	14	16	0	
	5.7%	5.1%	6.5%	.0%	
DK/NA	89	43	45	1	
	16.9%	15.1%	18.8%	34.9%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable			a
	Somewhat favorable			.
	Somewhat unfavorable			a
	Strongly unfavorable			.
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	77	101	110	162	70	7
	Strongly favorable	160	16	22	37	54	30	1
	Somewhat favorable	188	26	37	41	55	25	5
	Somewhat unfavorable	60	8	19	6	24	3	1
	Strongly unfavorable	30	7	3	13	6	2	0
	DK/NA	89	22	20	14	23	10	0
		16.9%	28.2%	20.2%	12.3%	13.9%	14.8%	5.6%

Comparisons of Column Proportions ^{a,b}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable						
	Somewhat favorable						
	Somewhat unfavorable		C				
	Strongly unfavorable						
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	19	60	14	21	33	21	31
	Strongly favorable	160	6	21	9	6	8	7	13
	Somewhat favorable	188	7	24	3	9	15	4	7
	Somewhat unfavorable	60	3	6	1	3	5	2	3
	Strongly unfavorable	30	3	1	1	0	1	1	7
	DK/NA	89	0	7	0	3	4	7	2
		16.9%	.0%	12.3%	1.6%	13.6%	11.7%	34.5%	5.0%

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	6	19	5	9	26	49	43	19
	Strongly favorable	2	7	2	5	13	11	7	10
	Somewhat favorable	5	8	1	1	5	24	13	7
	Somewhat unfavorable	0	0	1	0	2	10	1	1
	Strongly unfavorable	0	1	0	2	4	0	7	0
	DK/NA	0	4	1	1	3	4	14	1
		.0%	19.2%	13.1%	13.6%	11.0%	7.2%	33.5%	4.8%

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	42	13	4	9	3	5	76
	Strongly favorable	7	3	0	1	0	1	20
	Somewhat favorable	21	3	0	2	3	1	27
	Somewhat unfavorable	7	2	4	4	0	0	5
	Strongly unfavorable	1	0	0	0	0	0	2
	DK/NA	6	5	0	2	0	3	23
		13.1%	38.7%	.0%	26.3%	.0%	58.4%	30.3%

Comparisons of Column Proportions ^{b,c}

		Date							
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable								
	Somewhat favorable								a
	Somewhat unfavorable								a
	Strongly unfavorable	a			a			B V	a
	DK/NA								

Comparisons of Column Proportions ^{b,c}

		Date						
		June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(I)	(J)	(K)	(L)	(M)	(N)	(O)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable							
	Somewhat favorable			a				
	Somewhat unfavorable		a					
	Strongly unfavorable					a		a
	DK/NA							

Comparisons of Column Proportions ^{b,c}

		Date					
		June 11	June 12	June 13	June 14	June 15	June 16
		(P)	(Q)	(R)	(S)	(T)	(U)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable			a		a	
	Somewhat favorable			B G I L N O V	N	a	a
	Somewhat unfavorable	a		a		a	a
	Strongly unfavorable					a	a
	DK/NA						

Comparisons of Column Proportions ^{b,c}

		Date
		June 17
		(V)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	10	18	11	12	72	53	19	14
	Strongly favorable	160	2	3	0	3	16	19	1	9
		30.3%	22.3%	18.7%	3.9%	30.0%	21.8%	35.1%	5.4%	64.6%
	Somewhat favorable	188	5	5	4	8	34	16	15	2
		35.7%	53.8%	28.5%	36.2%	70.0%	47.7%	31.2%	77.0%	14.3%
	Somewhat unfavorable	60	0	7	6	0	0	2	0	0
	11.4%	.0%	39.1%	56.3%	.0%	.0%	4.5%	.4%	.0%	
Strongly unfavorable	30	0	2	0	0	7	0	3	2	
	5.7%	.0%	9.5%	.0%	.0%	10.3%	.2%	14.9%	11.0%	
DK/NA	89	2	1	0	0	15	15	0	1	
	16.9%	23.9%	4.2%	3.6%	.0%	20.2%	28.9%	2.3%	10.2%	

		Zip Code		
		96160	96161	96162
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	11	301	7
	Strongly favorable	0	106	0
		.0%	35.2%	.0%
	Somewhat favorable	4	94	0
		37.1%	31.4%	.1%
	Somewhat unfavorable	0	45	0
	.0%	14.8%	.0%	
Strongly unfavorable	0	16	0	
	.0%	5.4%	.0%	
DK/NA	7	40	7	
	62.9%	13.3%	99.9%	

Comparisons of Column Proportions ^{b,c}

		Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable									
	Somewhat favorable	a	F	F G J	a	a		F H J K	G I	
	Somewhat unfavorable	a		a	a			a	a	
	Strongly unfavorable									B G J
	DK/NA									

Comparisons of Column Proportions ^{b,c}

		Zip Code	
		96161	96162
		(J)	(K)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable		a
	Somewhat favorable		
	Somewhat unfavorable		
	Strongly unfavorable		
DK/NA		B C E F G ...	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	319	2	26	24	7	70
	Strongly favorable	106	1	2	6	1	34
		33.2%	54.8%	9.3%	27.2%	10.4%	48.3%
	Somewhat favorable	98	0	10	1	3	19
		30.8%	10.2%	39.9%	5.7%	36.9%	26.9%
	Somewhat unfavorable	45	1	8	3	0	7
	14.0%	34.9%	31.8%	13.3%	.0%	10.0%	
Strongly unfavorable	16	0	0	1	0	1	
	5.1%	.0%	.0%	3.1%	.0%	1.8%	
DK/NA	54	0	5	12	4	9	
	16.9%	.0%	19.0%	50.7%	52.7%	12.9%	

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	7	7	6	2
	Strongly favorable	2	0	4	1
		29.9%	5.6%	65.5%	30.5%
	Somewhat favorable	3	7	1	2
		52.7%	94.4%	21.7%	69.5%
	Somewhat unfavorable	1	0	1	0
	11.1%	.0%	12.8%	.0%	
Strongly unfavorable	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	6.3%	.0%	.0%	.0%	

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	13	42	24	58	26
	Strongly favorable	1	11	12	19	11
		9.1%	25.9%	49.9%	33.3%	41.6%
	Somewhat favorable	2	10	5	25	6
		16.1%	23.9%	21.1%	42.8%	22.7%
	Somewhat unfavorable	5	12	3	2	2
	37.4%	28.0%	11.9%	3.6%	9.1%	
Strongly unfavorable	4	4	1	2	2	
	27.9%	10.4%	6.2%	4.1%	9.1%	
DK/NA	1	5	3	9	5	
	9.5%	11.8%	11.0%	16.2%	17.6%	

		Neighborhood
		DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	5
	Strongly favorable	0
		4.0%
	Somewhat favorable	4
		74.1%
	Somewhat unfavorable	0
	.0%	
Strongly unfavorable	0	
	.0%	
DK/NA	1	
	21.9%	

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable					B
	Somewhat favorable					
	Somewhat unfavorable		M ^a		a ^a	
	Strongly unfavorable	a ^a	a ^a		a ^a	
	DK/NA			E K		

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Gray's Crossing (F)	Martis Valley Estates (G)	Northstar/Lahontan (H)	Old Greenwood (I)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				
	Somewhat favorable		C E K L		
	Somewhat unfavorable		a ^a		a ^a
	Strongly unfavorable	a ^a	a ^a	a ^a	a ^a
	DK/NA			a ^a	

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Olympic Heights (J)	Ponderosa/Sierra Meadows (K)	Prosser (L)	Tahoe Donner (M)	Other (N)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable					
	Somewhat favorable					
	Somewhat unfavorable	M	M			
	Strongly unfavorable	E				
	DK/NA					

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	C a
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	19	66	142	92
	Strongly favorable	160	13	12	45	22
		30.3%	68.7%	17.6%	31.9%	23.9%
	Somewhat favorable	188	4	28	40	43
		35.7%	20.9%	42.8%	27.8%	46.6%
	Somewhat unfavorable	60	1	13	28	6
	11.4%	3.7%	19.7%	19.7%	6.2%	
Strongly unfavorable	30	0	3	2	9	
	5.7%	.0%	4.3%	1.3%	9.8%	
DK/NA	89	1	10	27	13	
	16.9%	6.6%	15.6%	19.2%	13.6%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	81	48	76	3
	Strongly favorable	30	8	29	0
		37.6%	16.1%	38.6%	.0%
	Somewhat favorable	32	17	22	3
		39.7%	35.3%	28.6%	100.0%
	Somewhat unfavorable	5	4	3	0
		5.9%	9.3%	4.5%	.0%
Strongly unfavorable	2	5	9	0	
	3.0%	10.7%	11.3%	.0%	
DK/NA	11	14	13	0	
	13.8%	28.7%	16.9%	.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	B C D F a		G	C
	Somewhat favorable				
	Somewhat unfavorable				
	Strongly unfavorable				
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	C	C	C	a a a a a
	Somewhat favorable				
	Somewhat unfavorable				
	Strongly unfavorable				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	154	369	4
	Strongly favorable	160	27	132	0
		30.3%	17.7%	36.0%	.0%
	Somewhat favorable	188	47	139	3
		35.7%	30.4%	37.6%	64.0%
	Somewhat unfavorable	60	26	33	1
		11.4%	17.0%	9.0%	16.2%
Strongly unfavorable	30	13	17	0	
	5.7%	8.3%	4.7%	.0%	
DK/NA	89	41	47	1	
	16.9%	26.6%	12.8%	19.8%	

Comparisons of Column Proportions ^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable		A	a
	Somewhat favorable			
	Somewhat unfavorable	B		a
	Strongly unfavorable			
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	369	365	3
	Strongly favorable	132	131	1
		36.0%	35.9%	39.5%
	Somewhat favorable	139	138	1
		37.6%	37.6%	37.7%
	Somewhat unfavorable	33	33	0
	9.0%	9.1%	.0%	
Strongly unfavorable	17	17	0	
	4.7%	4.7%	.0%	
DK/NA	47	46	1	
	12.8%	12.7%	22.8%	

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable		a
	Somewhat favorable		
	Somewhat unfavorable		a
	Strongly unfavorable		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	2	2	8	397
	Strongly favorable	160	0	0	1	117
		30.3%	.0%	.0%	8.7%	29.5%
	Somewhat favorable	188	2	0	7	154
		35.7%	100.0%	.0%	91.3%	38.7%
	Somewhat unfavorable	60	0	1	0	42
	11.4%	.0%	40.1%	.0%	10.5%	
Strongly unfavorable	30	0	0	0	19	
	5.7%	.0%	.0%	.0%	4.9%	
DK/NA	89	0	1	0	65	
	16.9%	.0%	59.9%	.0%	16.4%	

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	96	1	1	7	14
	Strongly favorable	37	1	0	1	4
		38.2%	100.0%	23.7%	10.5%	27.1%
	Somewhat favorable	22	0	1	2	1
		23.1%	.0%	52.4%	31.9%	6.8%
	Somewhat unfavorable	12	0	0	2	3
	12.6%	.0%	23.8%	32.0%	20.4%	
Strongly unfavorable	7	0	0	0	3	
	7.7%	.0%	.0%	.0%	21.8%	
DK/NA	18	0	0	2	3	
	18.4%	.0%	.1%	25.7%	24.0%	

Comparisons of Column Proportions ^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,b	a,b			
	Somewhat favorable	a,b	a,b	DEI	E	
	Somewhat unfavorable	a,b	a	b		
	Strongly unfavorable	a,b	a,b	b		
	DK/NA	a,b	a	b		

Comparisons of Column Proportions ^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,b	a		
	Somewhat favorable	a,b	a		
	Somewhat unfavorable	a,b	a		
	Strongly unfavorable	a,b	a,b	b	D
	DK/NA	a,b	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	287	279	9
	Strongly favorable	95 33.0%	92 33.1%	3 30.1%
	Somewhat favorable	89 30.8%	83 29.9%	5 57.2%
	Somewhat unfavorable	42 14.7%	41 14.9%	1 8.1%
	Strongly unfavorable	14 4.8%	14 5.0%	0 .0%
	DK/NA	48 16.7%	48 17.1%	0 4.6%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes (A)	No (B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable		
	Somewhat favorable		
	Somewhat unfavorable		a
	Strongly unfavorable		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	287	2	26	24	7	70
	Strongly favorable	95 33.0%	1 54.8%	2 9.3%	6 27.2%	1 10.4%	34 48.3%
	Somewhat favorable	89 30.8%	0 10.2%	10 39.9%	1 5.7%	3 36.9%	19 26.9%
	Somewhat unfavorable	42 14.7%	1 34.9%	8 31.8%	3 13.3%	0 .0%	7 10.0%
	Strongly unfavorable	14 4.8%	0 .0%	0 .0%	1 3.1%	0 .0%	1 1.8%
	DK/NA	48 16.7%	0 .0%	5 19.0%	12 50.7%	4 52.7%	9 12.9%

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	7	6	13	42
	Strongly favorable	0 5.6%	4 65.5%	1 9.1%	11 25.9%
	Somewhat favorable	7 94.4%	1 21.7%	2 16.1%	10 23.9%
	Somewhat unfavorable	0 .0%	1 12.8%	5 37.4%	12 28.0%
	Strongly unfavorable	0 .0%	0 .0%	4 27.9%	4 10.4%
	DK/NA	0 .0%	0 .0%	1 9.5%	5 11.8%

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	24	58	9
	Strongly favorable	12 49.9%	19 33.3%	3 30.1%
	Somewhat favorable	5 21.1%	25 42.8%	5 57.2%
	Somewhat unfavorable	3 11.9%	2 3.6%	1 8.1%
	Strongly unfavorable	1 6.2%	2 4.1%	0 .0%
	DK/NA	3 11.0%	9 16.2%	0 4.6%

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable					B
	Somewhat favorable					
	Somewhat unfavorable	a	K a		a a	
	Strongly unfavorable					
	DK/NA			E I		

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport			
		Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				
	Somewhat favorable	C E H I J			
	Somewhat unfavorable	a		K	K
	Strongly unfavorable	a	a	E	
	DK/NA	a	a		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	18	276	133	100
	Strongly favorable	160	10	107	17	26
	Somewhat favorable	188	2	117	35	35
	Somewhat unfavorable	60	7	10	35	9
	Strongly unfavorable	30	0	0	26	4
	DK/NA	89	0	43	20	26
		16.9%	.0%	15.4%	15.3%	26.2%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA	C B D a a	C A C a	B D D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	66	99	163	123
	Strongly favorable	160	3	20	67	58
	Somewhat favorable	188	12	37	60	40
	Somewhat unfavorable	60	23	24	2	3
	Strongly unfavorable	30	15	3	0	8
	DK/NA	89	12	16	34	15
		16.9%	18.7%	16.0%	20.8%	12.3%

		Reduce Number of Flights
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	77
	Strongly favorable	12
	Somewhat favorable	40
	Somewhat unfavorable	9
	Strongly unfavorable	4
	DK/NA	12
		15.7%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA	C D E B D E	A C D	A B E a	A B E

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA	A C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	82	172	132	88
	Strongly favorable	160	13	47	57	34
	Somewhat favorable	188	26	74	42	28
	Somewhat unfavorable	60	8	15	9	17
	Strongly unfavorable	30	9	7	2	8
	DK/NA	89	25	29	22	2
		16.9%	30.9%	16.6%	16.4%	2.1%

		Remain the Way it Is
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	53
	Strongly favorable	8
	Somewhat favorable	18
	Somewhat unfavorable	11
	Strongly unfavorable	3
	DK/NA	12
		21.9%

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable			A B E	A E
	Somewhat favorable				C
	Somewhat unfavorable	C			
	Strongly unfavorable	D	D	D	

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	C
	Strongly unfavorable	D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	232	221	33	10
	Strongly favorable	160	71	79	5	3
	Somewhat favorable	188	84	77	12	1
	Somewhat unfavorable	60	18	27	9	1
	Strongly unfavorable	30	12	4	2	4
	DK/NA	89	48	32	5	1
		16.9%	20.5%	14.7%	14.8%	9.7%

		Manage the Growth of Operations
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	32
	Strongly favorable	1
	Somewhat favorable	15
	Somewhat unfavorable	5
	Strongly unfavorable	8
	DK/NA	3
		10.0%

Comparisons of Column Proportions^{a,b}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	E	E		E
	Somewhat favorable				
	Somewhat unfavorable			A	
	Strongly unfavorable				A B
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	A B
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	61	465	1
	Strongly favorable	160	35	124	1
		30.3%	57.7%	26.6%	100.0%
	Somewhat favorable	188	18	170	0
		35.7%	30.0%	36.6%	.0%
	Somewhat unfavorable	60	4	56	0
	11.4%	7.0%	12.0%	.0%	
Strongly unfavorable	30	1	29	0	
	5.7%	1.1%	6.3%	.0%	
DK/NA	89	3	86	0	
	16.9%	4.2%	18.6%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	B		a,b
	Somewhat favorable			a,b
	Somewhat unfavorable			a,b
	Strongly unfavorable		A	a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	398	128	1
	Strongly favorable	160	138	21	1
		30.3%	34.7%	16.1%	100.0%
	Somewhat favorable	188	142	46	0
		35.7%	35.8%	35.9%	.0%
	Somewhat unfavorable	60	36	24	0
	11.4%	9.0%	18.8%	.0%	
Strongly unfavorable	30	14	16	0	
	5.7%	3.5%	12.4%	.0%	
DK/NA	89	67	22	0	
	16.9%	16.9%	16.9%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	B		a,b
	Somewhat favorable			a,b
	Somewhat unfavorable		A	a,b
	Strongly unfavorable		A	a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	160	188	60	30
	Strongly favorable	160	100.0%	0	0	0
	Somewhat favorable	188	0	100.0%	0	0
	Somewhat unfavorable	60	0	0	100.0%	0
	Strongly unfavorable	30	0	0	0	100.0%
	DK/NA	89	0	0	0	0

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	89
	Strongly favorable	0
	Somewhat favorable	0
	Somewhat unfavorable	0
	Strongly unfavorable	0
	DK/NA	89

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a	a	a	a
	Somewhat favorable	a	a	a	a
	Somewhat unfavorable	a	a	a	a
	Strongly unfavorable	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a
	Somewhat favorable	a
	Somewhat unfavorable	a
	Strongly unfavorable	a
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	205	195	43	40
	Strongly favorable	160	118	38	0	0
	Somewhat favorable	188	65	102	4	1
	Somewhat unfavorable	60	4	16	25	13
	Strongly unfavorable	30	0	0	6	22
	DK/NA	89	19	39	8	5

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	43
	Strongly favorable	3
	Somewhat favorable	18
	Somewhat unfavorable	3
	Strongly unfavorable	3
	DK/NA	17

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	B C E	C		a
	Somewhat favorable	C D	A C D		
	Somewhat unfavorable		A	A B E	A B E
	Strongly unfavorable	a		B	B C E
	DK/NA		A		

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	C D B A
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	527	78	19	322	65
	Strongly favorable	160	0	0	156	0
	Somewhat favorable	188	0	5	166	0
	Somewhat unfavorable	60	20	0	0	38
	Strongly unfavorable	30	0	0	0	27
	DK/NA	89	59	14	0	0
		16.9%	74.8%	73.8%	.0%	.0%

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	17	26
	Strongly favorable	0	3
	Somewhat favorable	0	18
	Somewhat unfavorable	0	3
	Strongly unfavorable	0	3
	DK/NA	17	0
		100.0%	.0%

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a		B F	a
	Somewhat favorable	a			a
	Somewhat unfavorable		a	a	A F
	Strongly unfavorable		a	a	A F
	DK/NA			a	a

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a	
	Somewhat favorable	a	B
	Somewhat unfavorable	a	
	Strongly unfavorable	a	A
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	90	90
Flight patterns not regulated/fly over homes	13 14.7%	13 14.7%
Noise	45 49.9%	45 49.9%
Only a few people use it	4 4.0%	4 4.0%
Planes fly too low	16 17.8%	16 17.8%
Planes make repeated passes over homes	5 5.9%	5 5.9%
Too much air traffic/growth	16 17.8%	16 17.8%
Used only by affluent/Rich	12 12.8%	12 12.8%
They use airport funds for non airport projects	3 3.4%	3 3.4%
Little benefit to community	11 12.4%	11 12.4%
Safety	1 1.0%	1 1.0%
Taxpayer supported	15 16.2%	15 16.2%
Should charge fees for use	4 4.6%	4 4.6%
97.00	0 .5%	0 .5%
Other	8 8.5%	8 8.5%

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions^{a,b}

		Total
		(A)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	.
	Noise	.
	Only a few people use it	.
	Planes fly too low	.
	Planes make repeated passes over homes	.
	Too much air traffic/growth	.
	Used only by affluent/Rich	.
	They use airport funds for non airport projects	.
	Little benefit to community	.
	Safety	.
	Taxpayer supported	.
	Should charge fees for use	.
	97.00	.
Other	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	90	54	35	1
Flight patterns not regulated/fly over homes	13 14.7%	11 20.8%	2 5.7%	0 .0%
Noise	45 49.9%	27 50.9%	17 47.3%	1 100.0%
Only a few people use it	4 4.0%	1 2.7%	2 6.2%	0 .0%
Planes fly too low	16 17.8%	12 22.9%	4 10.3%	0 .0%
Planes make repeated passes over homes	5 5.9%	1 2.2%	4 11.7%	0 .0%
Too much air traffic/growth	16 17.8%	8 15.1%	8 22.3%	0 .0%
Used only by affluent/Rich	12 12.8%	6 10.4%	6 16.7%	0 .0%
They use airport funds for non airport projects	3 3.4%	3 5.6%	0 .0%	0 .0%
Little benefit to community	11 12.4%	9 16.7%	2 6.0%	0 .0%
Safety	1 1.0%	1 1.7%	0 .0%	0 .0%
Taxpayer supported	15 16.2%	12 21.6%	3 8.2%	0 .0%
Should charge fees for use	4 4.6%	3 5.7%	1 3.1%	0 .0%
97.00	0 .5%	0 .8%	0 .0%	0 .0%
Other	8 8.5%	3 5.4%	5 13.3%	0 .0%

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions^{c, d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes			a, b
	Noise			a, b
	Only a few people use it			a, b
	Planes fly too low			a, b
	Planes make repeated passes over homes			a, b
	Too much air traffic/growth			a, b
	Used only by affluent/Rich			a, b
	They use airport funds for non airport projects		.b	a, b
	Little benefit to community			a, b
	Safety		.b	a, b
	Taxpayer supported			a, b
	Should charge fees for use		.b	a, b
	97.00			a, b
	Other			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
Total	90	14	21	19	30	4	1
Flight patterns not regulated/fly over homes	13	0	0	2	10	1	0
	14.7%	.0%	.0%	12.0%	32.0%	26.4%	27.8%
Noise	45	8	12	11	12	2	1
	49.9%	54.3%	53.8%	58.6%	40.3%	35.4%	100.0%
Only a few people use it	4	0	0	1	2	0	0
	4.0%	.0%	.0%	5.4%	7.3%	9.4%	.0%
Planes fly too low	16	4	8	1	2	1	0
	17.8%	27.1%	37.8%	5.4%	6.7%	21.2%	.0%
Planes make repeated passes over homes	5	0	1	1	3	0	1
	5.9%	.0%	5.0%	5.4%	8.8%	.0%	72.2%
Too much air traffic/growth	16	3	3	4	6	2	0
	17.8%	19.9%	12.0%	18.5%	18.4%	35.8%	.0%
Used only by affluent/Rich	12	0	4	3	4	0	0
	12.8%	.0%	19.5%	13.3%	14.7%	9.4%	.0%
They use airport funds for non airport projects	3	0	0	1	2	0	0
	3.4%	.0%	.0%	6.5%	6.0%	.0%	.0%
Little benefit to community	11	4	2	3	2	0	0
	12.4%	27.1%	11.0%	16.0%	6.0%	.0%	.0%
Safety	1	0	0	0	1	0	0
	1.0%	.0%	.0%	.0%	3.1%	.0%	.0%
Taxpayer supported	15	4	2	3	5	0	0
	16.2%	27.1%	10.1%	14.3%	17.8%	9.8%	.0%
Should charge fees for use	4	0	1	1	2	0	0
	4.6%	.0%	5.0%	6.5%	6.2%	.0%	.0%
97.00	0	0	0	0	0	0	0
	.5%	.0%	.0%	.0%	.0%	9.8%	.0%
Other	8	4	2	0	2	0	0
	8.5%	25.9%	9.6%	.0%	5.4%	4.8%	.0%

Comparisons of Column Proportions^{c,d}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
4. Why do you have an unfavorable opinion of the airport						
Flight patterns not regulated/fly over homes	a	a				b
Noise	.	.				a,b
Only a few people use it	a	a				a,b
Planes fly too low	.	.				a,b
Planes make repeated passes over homes	a					b
Too much air traffic/growth	.	.				a,b
Used only by affluent/Rich	a					a,b
They use airport funds for non airport projects	a	a			a	a,b
Little benefit to community	.	.	a		a	a,b
Safety	a	a	.		.	a,b
Taxpayer supported	a	.	.		a	a,b
Should charge fees for use	a	a	a	a	.	a,b
97.00	.	.	a	.	.	a,b
Other	.	.	a	.	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date					
		May 26	May 27	May 28	May 29	May 30	May 31
Total	90	6	7	2	3	6	3
Flight patterns not regulated/fly over homes	13 14.7%	0 .0%	0 6.2%	0 .0%	0 7.1%	2 31.3%	0 .0%
Noise	45 49.9%	1 21.1%	5 67.5%	1 54.5%	1 27.4%	1 19.2%	1 49.3%
Only a few people use it	4 4.0%	0 .0%	0 3.8%	1 45.5%	0 .0%	1 12.2%	1 24.7%
Planes fly too low	16 17.8%	2 39.6%	1 22.4%	0 .0%	0 .0%	0 .0%	0 .0%
Planes make repeated passes over homes	5 5.9%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Too much air traffic/growth	16 17.8%	1 16.9%	0 6.2%	0 .0%	0 .0%	2 34.8%	1 24.7%
Used only by affluent/Rich	12 12.8%	1 17.8%	4 57.3%	0 .0%	1 34.4%	1 20.2%	2 75.3%
They use airport funds for non airport projects	3 3.4%	1 14.5%	0 .0%	1 54.5%	0 .0%	0 .0%	0 .0%
Little benefit to community	11 12.4%	2 35.5%	0 .0%	2 100.0%	1 34.4%	0 .0%	0 .0%
Safety	1 1.0%	0 .0%	0 .0%	1 54.5%	0 .0%	0 .0%	0 .0%
Taxpayer supported	15 16.2%	2 32.2%	1 20.0%	0 .0%	1 31.1%	2 31.3%	1 24.7%
Should charge fees for use	4 4.6%	0 .0%	1 16.2%	0 .0%	0 .0%	1 15.6%	0 .0%
97.00	0 .5%	0 7.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Other	8 8.5%	0 .0%	0 3.2%	0 .0%	0 .0%	0 1.4%	0 .0%

	Total	Date						
		June 1	June 3	June 4	June 5	June 7	June 8	June 9
Total	10	1	1	2	6	10	9	
Flight patterns not regulated/fly over homes	0 .0%	1 76.2%	0 .0%	0 25.9%	0 .0%	1 9.4%	1 12.1%	
Noise	7 73.9%	1 76.2%	0 .0%	1 74.1%	2 40.8%	7 66.1%	8 87.9%	
Only a few people use it	0 .0%	0 .0%	0 .0%	0 .0%	1 12.4%	0 .0%	0 .0%	
Planes fly too low	1 13.3%	1 76.2%	0 .0%	0 .0%	0 .0%	6 60.0%	0 .0%	
Planes make repeated passes over homes	1 13.3%	1 76.2%	0 .0%	0 .0%	0 .0%	1 6.1%	1 12.1%	
Too much air traffic/growth	2 20.0%	0 23.8%	0 .0%	0 25.9%	4 61.1%	2 24.5%	0 .0%	
Used only by affluent/Rich	0 .0%	0 .0%	0 .0%	1 74.1%	0 .0%	0 .0%	1 10.9%	
They use airport funds for non airport projects	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 14.4%	
Little benefit to community	0 .0%	0 .0%	1 100.0%	0 .0%	0 .0%	0 .0%	5 60.1%	
Safety	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
Taxpayer supported	0 .0%	0 .0%	0 .0%	2 100.0%	0 .0%	0 .0%	6 71.0%	
Should charge fees for use	0 .0%	0 .0%	0 .0%	1 74.1%	0 .0%	0 .0%	1 10.9%	
97.00	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
Other	0 .0%	0 .0%	0 .0%	0 .0%	1 10.5%	0 .0%	0 .0%	

		Date					
		June 10	June 11	June 12	June 13	June 14	June 17
4. Why do you have an unfavorable opinion of the airport	Total	1	8	2	4	4	6
	Flight patterns not regulated/fly over homes	0	7	0	0	0	0
	Noise	.0%	86.9%	.0%	.0%	2.6%	3.6%
	Only a few people use it	1	1	2	0	4	1
		100.0%	7.0%	100.0%	.0%	100.0%	20.8%
	Planes fly too low	0	0	0	0	4	0
		.0%	.0%	.0%	.0%	100.0%	.0%
	Planes make repeated passes over homes	0	1	0	0	0	1
		.0%	7.0%	.0%	.0%	.0%	17.2%
	Too much air traffic/growth	0	0	0	0	0	3
		.0%	1.2%	.0%	.0%	.0%	46.7%
	Used only by affluent/Rich	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%
	They use airport funds for non airport projects	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%
	Little benefit to community	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%
Safety	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
Taxpayer supported	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
Should charge fees for use	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
97.00	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
Other	0	0	1	4	0	2	
	.0%	.0%	50.0%	100.0%	.0%	32.5%	

Comparisons of Column Proportions ^{c,d}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a		a,b			a	a
	Noise			.b				
	Only a few people use it	a		.b	a			a
	Planes fly too low			a,b	a	a	a	
	Planes make repeated passes over homes	a	a	a,b	a	a	a	
	Too much air traffic/growth			a,b				
	Used only by affluent/Rich			a,b				a
	They use airport funds for non airport projects		a	.b	a	a	a	a
	Little benefit to community		a	a,b		a	a	a
	Safety	a	a	.b	a	a	a	a
	Taxpayer supported			a,b				a
	Should charge fees for use	a		a,b	a	a	a	a
	97.00		a	a,b	a	a	a	a
	Other	a		a,b	a		a	a

Comparisons of Column Proportions ^{c,d}

		Date						
		June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	.b	a,b	.b				a,b
	Noise	.b	a,b	.b			O	a,b
	Only a few people use it	a,b	a,b	a,b		a	a	a,b
	Planes fly too low	.b	a,b	a,b				a,b
	Planes make repeated passes over homes	.b	a,b	a,b				a,b
	Too much air traffic/growth	.b	a,b	.b			a	a,b
	Used only by affluent/Rich	a,b	a,b	.b	a	a		a,b
	They use airport funds for non airport projects	a,b	a,b	a,b	a	a		a,b
	Little benefit to community	a,b	a,b	a,b	a	a	a	a,b
	Safety	a,b	a,b	a,b	a	a		a,b
	Taxpayer supported	a,b	a,b	a,b	a	a		a,b
	Should charge fees for use	a,b	a,b	.b	a	a		a,b
	97.00	a,b	a,b	a,b	a	a	a	a,b
	Other	a,b	a,b	a,b		a	a	a,b

Comparisons of Column Proportions ^{c,d}

		Date				
		June 11	June 12	June 13	June 14	June 17
		(O)	(P)	(Q)	(R)	(S)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	K L	a,b	a		
	Noise		a,b	a	a	
	Only a few people use it		a,b	a	a	a
	Planes fly too low	a	a,b	a	a	a
	Planes make repeated passes over homes		a,b	a	a	
	Too much air traffic/growth		a,b	a	a	
	Used only by affluent/Rich	a	a,b	a	a	a
	They use airport funds for non airport projects	a	a,b	a	a	a
	Little benefit to community	a	a,b	a	a	a
	Safety	a	a,b	a	a	a
	Taxpayer supported	a	a,b	a	a	a
	Should charge fees for use	a	a,b	a	a	a
	97.00	a	a,b	a	a	a
	Other	a	.b	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Zip Code							
	Total	96140	96141	96143	96145	96146	96148	96160
Total	90	9	6	7	2	3	2	0
Flight patterns not regulated/fly over homes	13 14.7%	3 30.5%	0 .0%	0 .0%	0 4.1%	0 .0%	1 43.5%	0 33.3%
Noise	45 49.9%	1 6.8%	6 100.0%	7 100.0%	1 28.9%	0 .0%	1 43.5%	0 66.7%
Only a few people use it	4 4.0%	0 .0%	0 .0%	0 .0%	1 31.2%	0 .0%	0 .0%	0 33.3%
Planes fly too low	16 17.8%	0 .0%	6 100.0%	0 .0%	0 4.1%	0 .0%	1 43.5%	0 33.3%
Planes make repeated passes over homes	5 5.9%	1 6.8%	0 .0%	0 .0%	1 24.8%	0 .0%	1 43.5%	0 33.3%
Too much air traffic/growth	16 17.8%	2 19.5%	0 .0%	0 .0%	0 4.1%	3 97.1%	0 .0%	0 33.3%
Used only by affluent/Rich	12 12.8%	0 .0%	0 .0%	0 .0%	1 35.8%	0 .0%	0 .0%	0 .0%
They use airport funds for non airport projects	3 3.4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 56.5%	0 .0%
Little benefit to community	11 12.4%	0 .0%	0 .0%	0 .0%	1 31.2%	0 .0%	1 56.5%	0 .0%
Safety	1 1.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Taxpayer supported	15 16.2%	0 5.0%	0 .0%	0 .0%	0 .0%	0 .0%	1 56.5%	0 .0%
Should charge fees for use	4 4.6%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
97.00	0 .5%	0 5.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Other	8 8.5%	4 43.1%	0 .0%	0 .0%	0 .0%	0 2.9%	0 .0%	0 .0%

	Zip Code	
	96161	96162
Total	61	0
Flight patterns not regulated/fly over homes	10 16.2%	0 .0%
Noise	29 48.3%	0 100.0%
Only a few people use it	3 4.7%	0 .0%
Planes fly too low	9 15.0%	0 .0%
Planes make repeated passes over homes	3 5.7%	0 .0%
Too much air traffic/growth	11 18.7%	0 50.0%
Used only by affluent/Rich	11 17.5%	0 .0%
They use airport funds for non airport projects	2 3.6%	0 .0%
Little benefit to community	9 15.5%	0 .0%
Safety	1 1.5%	0 .0%
Taxpayer supported	13 21.7%	0 .0%
Should charge fees for use	4 6.9%	0 .0%
97.00	0 .0%	0 .0%
Other	4 6.3%	0 .0%

Comparisons of Column Proportions c,d

	Zip Code							
	96140	96141	96143	96145	96146	96148	96160	96161
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
Flight patterns not regulated/fly over homes		a	a		a	b	b	
Noise		a	a			b	b	
Only a few people use it	a	a	a		a	a,b	b	
Planes fly too low	a	a	a		a	b	b	
Planes make repeated passes over homes		a	a		a	b	b	
Too much air traffic/growth		a	a		H	a,b	b	
Used only by affluent/Rich	a	a	a		a	a,b	a,b	
They use airport funds for non airport projects	a	a	a	a	a	b	a,b	
Little benefit to community	a	a	a	a	a	a,b	a,b	
Safety		a	a	a	a	b	a,b	
Taxpayer supported	a	a	a	a	a	a,b	a,b	
Should charge fees for use		a	a	a	a	a,b	a,b	a
97.00		a	a					
Other	H	a	a			a,b	a,b	

Comparisons of Column Proportions ^{c,d}

		Zip Code
		96162
		(I)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a, b
	Noise	a, b
	Only a few people use it	a, b
	Planes fly too low	a, b
	Planes make repeated passes over homes	a, b
	Too much air traffic/growth	b
	Used only by affluent/Rich	a, b
	They use airport funds for non airport projects	a, b
	Little benefit to community	a, b
	Safety	a, b
	Taxpayer supported	a, b
	Should charge fees for use	a, b
	97.00	a, b
Other	a, b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Neighborhood					
	Total	Alder	Donner Lake	Downtown	Glenshire	
4. Why do you have an unfavorable opinion of the airport	Total	61	1	8	4	8
	Flight patterns not regulated/fly over homes	10 16.2%	0 .0%	6 74.3%	0 .0%	1 11.2%
	Noise	29 48.3%	0 .0%	0 .0%	1 18.9%	4 53.3%
	Only a few people use it	3 4.7%	1 100.0%	0 .0%	0 .0%	0 .0%
	Planes fly too low	9 15.0%	0 .0%	0 .0%	0 .0%	2 21.8%
	Planes make repeated passes over homes	3 5.7%	0 .0%	0 .0%	0 .0%	1 8.8%
	Too much air traffic/growth	11 18.7%	0 .0%	0 .0%	1 18.9%	2 24.3%
	Used only by affluent/Rich	11 17.5%	0 .0%	1 18.2%	0 .0%	0 .0%
	They use airport funds for non airport projects	2 3.6%	0 .0%	0 .0%	0 .0%	0 .0%
	Little benefit to community	9 15.5%	0 .0%	0 .0%	1 28.0%	1 15.5%
	Safety	1 1.5%	0 .0%	0 .0%	0 .0%	0 .0%
	Taxpayer supported	13 21.7%	0 .0%	0 .0%	0 .0%	1 11.2%
	Should charge fees for use	4 6.9%	0 .0%	0 .0%	0 .0%	0 .0%
	Other	4 6.3%	0 .0%	1 7.5%	2 53.1%	0 .0%

	Neighborhood			
	Gray's Crossing	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
Total	1	1	9	16
Flight patterns not regulated/fly over homes	0	0	1	0
	.0%	.0%	11.7%	.0%
Noise	0	0	3	13
	.0%	50.1%	39.5%	79.0%
Only a few people use it	0	0	2	0
	.0%	.0%	21.2%	1.6%
Planes fly too low	0	0	2	4
	.0%	49.9%	17.9%	24.4%
Planes make repeated passes over homes	0	0	3	0
	.0%	.0%	30.9%	.0%
Too much air traffic/growth	1	0	2	1
	100.0%	49.9%	22.8%	5.8%
Used only by affluent/Rich	0	0	2	4
	.0%	.0%	22.3%	25.5%
They use airport funds for non airport projects	0	0	0	0
	.0%	.0%	.0%	.0%
Little benefit to community	0	0	1	4
	.0%	.0%	11.7%	24.4%
Safety	0	0	0	0
	.0%	.0%	.0%	.0%
Taxpayer supported	0	0	0	7
	.0%	.0%	.0%	44.1%
Should charge fees for use	0	0	0	1
	.0%	.0%	.0%	6.8%
Other	0	0	0	0
	.0%	.0%	.0%	.0%

4. Why do you have an unfavorable opinion of the airport

	Neighborhood			
	Prosser	Tahoe Donner	Other	DK/NA
Total	4	4	5	0
Flight patterns not regulated/fly over homes	1	0	0	0
	32.2%	.0%	8.7%	100.0%
Noise	3	3	1	0
	73.2%	74.3%	28.3%	100.0%
Only a few people use it	0	0	0	0
	.0%	.0%	.0%	.0%
Planes fly too low	0	0	1	0
	.0%	.0%	30.4%	100.0%
Planes make repeated passes over homes	0	0	0	0
	.0%	.0%	.0%	100.0%
Too much air traffic/growth	1	1	3	0
	17.1%	25.7%	56.3%	100.0%
Used only by affluent/Rich	1	1	1	0
	21.8%	27.7%	19.6%	.0%
They use airport funds for non airport projects	1	1	0	0
	28.9%	20.9%	.0%	.0%
Little benefit to community	1	1	0	0
	28.9%	20.9%	.0%	.0%
Safety	0	1	0	0
	.0%	20.9%	.0%	.0%
Taxpayer supported	2	1	2	0
	50.8%	27.7%	39.2%	.0%
Should charge fees for use	1	1	1	0
	21.8%	27.7%	19.6%	.0%
Other	0	1	0	0
	.0%	20.9%	4.5%	.0%

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions^{c,d}

	Neighborhood				
	Alder	Donner Lake	Downtown	Glenshire	Gray's Crossing
	(A)	(B)	(C)	(D)	(E)
Flight patterns not regulated/fly over homes	a.,b	.	.b	.	a.,b
Noise	a.,b	.b	.	.	a.,b
Only a few people use it	a.,b	.	.b	.b	a.,b
Planes fly too low	a.,b	.b	.b	.	a.,b
Planes make repeated passes over homes	a.,b	.b	.b	.	a.,b
Too much air traffic/growth	a.,b	.b	.	.b	a.,b
Used only by affluent/Rich	a.,b	.	.b	.b	a.,b
They use airport funds for non airport projects	a.,b	.b	.b	.b	a.,b
Little benefit to community	a.,b	.b	.	.	a.,b
Safety	a.,b	.b	.b	.b	a.,b
Taxpayer supported	a.,b	.b	.b	.	a.,b
Should charge fees for use	a.,b	.b	.b	.b	a.,b
Other	a.,b	.	.	.b	a.,b

Comparisons of Column Proportions^{c,d}

	Neighborhood			
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
	(F)	(G)	(H)	(I)
Flight patterns not regulated/fly over homes	a,.b		.b	
Noise	a			.b
Only a few people use it	a,.b			.b
Planes fly too low	a			.b
Planes make repeated passes over homes	a,.b		.b	.b
Too much air traffic/growth	a			
Used only by affluent/Rich	a,.b		.b	
They use airport funds for non airport projects	a,.b	.b	.b	
Little benefit to community	a,.b			
Safety	a,.b	.b	.b	.b
Taxpayer supported	a,.b	.b		
Should charge fees for use	a,.b	.b	.b	.b
Other	a,.b	.b	.b	.b

Comparisons of Column Proportions^{c,d}

	Neighborhood		
	Tahoe Donner	Other	DK/NA
	(J)	(K)	(L)
Flight patterns not regulated/fly over homes	.b		a,.b
Noise			a,.b
Only a few people use it	.b	.b	a,.b
Planes fly too low	.b		a,.b
Planes make repeated passes over homes	.b	.b	a,.b
Too much air traffic/growth			a,.b
Used only by affluent/Rich			a,.b
They use airport funds for non airport projects		.b	a,.b
Little benefit to community		.b	a,.b
Safety		.b	a,.b
Taxpayer supported			a,.b
Should charge fees for use			a,.b
Other			a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
Total	90	1	16	30	15
Flight patterns not regulated/fly over homes	13	0	6	1	1
	14.7%	.0%	38.7%	3.1%	9.2%
Noise	45	1	2	17	9
	49.9%	100.0%	12.8%	56.4%	58.1%
Only a few people use it	4	0	1	0	0
	4.0%	.0%	4.9%	.0%	1.7%
Planes fly too low	16	0	1	11	1
	17.8%	.0%	6.9%	36.5%	3.5%
Planes make repeated passes over homes	5	0	0	1	2
	5.9%	.0%	.0%	3.6%	11.0%
Too much air traffic/growth	16	0	5	3	3
	17.8%	.0%	31.9%	11.6%	19.9%
Used only by affluent/Rich	12	0	1	4	1
	12.8%	.0%	6.9%	14.4%	8.7%
They use airport funds for non airport projects	3	0	0	1	1
	3.4%	.0%	.0%	3.1%	8.4%
Little benefit to community	11	0	1	2	7
	12.4%	.0%	4.9%	6.7%	50.5%
Safety	1	0	0	1	0
	1.0%	.0%	.0%	3.1%	.0%
Taxpayer supported	15	0	0	3	6
	16.2%	.0%	.0%	10.3%	42.9%
Should charge fees for use	4	0	0	2	0
	4.6%	.0%	.0%	6.7%	.0%
97.00	0	0	0	0	0
	.5%	.0%	.0%	.0%	.0%
Other	8	0	1	6	0
	8.5%	.0%	4.9%	18.7%	.0%

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
4. Why do you have an unfavorable opinion of the airport	Total	7	10	12
	Flight patterns not regulated/fly over homes	2 22.6%	3 27.0%	1 5.4%
	Noise	3 45.4%	4 40.9%	9 79.2%
	Only a few people use it	1 10.1%	0 .0%	2 15.6%
	Planes fly too low	2 33.8%	0 4.3%	1 5.1%
	Planes make repeated passes over homes	1 19.5%	0 .0%	1 10.2%
	Too much air traffic/growth	2 27.4%	1 14.0%	1 10.5%
	Used only by affluent/Rich	1 12.9%	3 33.3%	1 6.1%
	They use airport funds for non airport projects	0 .0%	1 9.2%	0 .0%
	Little benefit to community	0 .0%	1 9.2%	0 .0%
	Safety	0 .0%	0 .0%	0 .0%
	Taxpayer supported	1 12.9%	3 31.7%	1 9.7%
	Should charge fees for use	0 .0%	2 22.5%	0 .0%
	97.00	0 .0%	0 4.5%	0 .0%
	Other	0 1.2%	1 11.9%	0 .0%

Comparisons of Column Proportions ^{c,d}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a, .b	C		
	Noise	a, .b			
	Only a few people use it	a, .b		.b	
	Planes fly too low	a, .b			
	Planes make repeated passes over homes	a, .b	.b		
	Too much air traffic/growth	a, .b			
	Used only by affluent/Rich	a, .b			
	They use airport funds for non airport projects	a, .b	.b		
	Little benefit to community	a, .b	.b		B C
	Safety	a, .b	.b		.b
	Taxpayer supported	a, .b	.b		.b
	Should charge fees for use	a, .b	.b	.b	.b
	97.00	a, .b	.b	.b	.b
	Other	a, .b			.b

Comparisons of Column Proportions ^{c,d}

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
		(E)	(F)	(G)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes			
	Noise		.b	B
	Only a few people use it		.b	
	Planes fly too low		.b	
	Planes make repeated passes over homes		.b	
	Too much air traffic/growth	.b		.b
	Used only by affluent/Rich	.b		.b
	They use airport funds for non airport projects	.b		.b
	Little benefit to community	.b	.b	.b
	Safety	.b	.b	.b
	Taxpayer supported	.b		.b
	Should charge fees for use	.b		.b
	97.00	.b		.b
Other				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
Total	90	39	50	1
Flight patterns not regulated/fly over homes	13	7	6	0
	14.7%	18.3%	12.2%	.0%
Noise	45	22	23	0
	49.9%	55.4%	46.4%	.0%
Only a few people use it	4	1	2	1
	4.0%	2.0%	4.2%	100.0%
Planes fly too low	16	11	5	0
	17.8%	28.4%	9.8%	.0%
Planes make repeated passes over homes	5	1	4	0
	5.9%	2.6%	8.6%	.0%
Too much air traffic/growth	16	4	12	0
	17.8%	9.2%	24.7%	.0%
Used only by affluent/Rich	12	3	8	0
	12.8%	8.3%	16.5%	.0%
They use airport funds for non airport projects	3	0	3	0
	3.4%	.0%	6.1%	.0%
Little benefit to community	11	2	9	0
	12.4%	4.8%	18.4%	.0%
Safety	1	0	1	0
	1.0%	.0%	1.9%	.0%
Taxpayer supported	15	1	13	0
	16.2%	3.2%	26.5%	.0%
Should charge fees for use	4	1	3	0
	4.6%	3.2%	5.9%	.0%
97.00	0	0	0	0
	.5%	.0%	.9%	.0%
Other	8	4	3	0
	8.5%	11.5%	6.2%	.0%

Comparisons of Column Proportions c,d

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
4. Why do you have an unfavorable opinion of the airport			
Flight patterns not regulated/fly over homes			a,b
Noise			a,b
Only a few people use it			a,b
Planes fly too low	B		a,b
Planes make repeated passes over homes			a,b
Too much air traffic/growth			a,b
Used only by affluent/Rich			a,b
They use airport funds for non airport projects	.b		a,b
Little benefit to community			a,b
Safety	.b		a,b
Taxpayer supported		A	a,b
Should charge fees for use			a,b
97.00	.b		a,b
Other			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence	
	Total	Primary home
Total	50	50
Flight patterns not regulated/fly over homes	6 12.2%	6 12.2%
Noise	23 46.4%	23 46.4%
Only a few people use it	2 4.2%	2 4.2%
Planes fly too low	5 9.8%	5 9.8%
Planes make repeated passes over homes	4 8.6%	4 8.6%
Too much air traffic/growth	12 24.7%	12 24.7%
Used only by affluent/Rich	8 16.5%	8 16.5%
They use airport funds for non airport projects	3 6.1%	3 6.1%
Little benefit to community	9 18.4%	9 18.4%
Safety	1 1.9%	1 1.9%
Taxpayer supported	13 26.5%	13 26.5%
Should charge fees for use	3 5.9%	3 5.9%
97.00	0 .9%	0 .9%
Other	3 6.2%	3 6.2%

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions ^{a,b}

	Prime/Secondary Residence	
	Primary home	(A)
4. Why do you have an unfavorable opinion of the airport		
Flight patterns not regulated/fly over homes	.	.
Noise	.	.
Only a few people use it	.	.
Planes fly too low	.	.
Planes make repeated passes over homes	.	.
Too much air traffic/growth	.	.
Used only by affluent/Rich	.	.
They use airport funds for non airport projects	.	.
Little benefit to community	.	.
Safety	.	.
Taxpayer supported	.	.
Should charge fees for use	.	.
97.00	.	.
Other	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnic Group			
	Total	American Indian/Alaska Native	Caucasian/White	Hispanic/Latino
Total	90	1	61	20
Flight patterns not regulated/fly over homes	13 14.7%	0 .0%	7 11.3%	6 31.1%
Noise	45 49.9%	0 .0%	29 48.1%	13 68.9%
Only a few people use it	4 4.0%	0 .0%	3 4.2%	0 .0%
Planes fly too low	16 17.8%	1 100.0%	8 13.6%	6 31.0%
Planes make repeated passes over homes	5 5.9%	1 100.0%	5 7.7%	0 .0%
Too much air traffic/growth	16 17.8%	0 .0%	13 21.5%	0 .0%
Used only by affluent/Rich	12 12.8%	0 .0%	10 16.4%	0 .0%
They use airport funds for non airport projects	3 3.4%	0 .0%	3 5.0%	0 .0%
Little benefit to community	11 12.4%	0 .0%	10 16.9%	0 .0%
Safety	1 1.0%	0 .0%	1 1.5%	0 .0%
Taxpayer supported	15 16.2%	0 .0%	14 23.3%	0 .0%
Should charge fees for use	4 4.6%	0 .0%	4 6.8%	0 .0%
97.00	0 .5%	0 .0%	0 .7%	0 .0%
Other	8 8.5%	0 .0%	6 10.0%	0 .0%

	Ethnic Group		
	Some other race	Two or more races	DK/NA
Total	0	2	6
Flight patterns not regulated/fly over homes	0 .0%	0 .0%	0 3.8%
Noise	0 .0%	0 .0%	2 33.2%
Only a few people use it	0 99.6%	0 .0%	1 13.0%
Planes fly too low	0 .0%	1 41.2%	0 .0%
Planes make repeated passes over homes	0 .0%	0 .0%	0 .0%
Too much air traffic/growth	0 .0%	0 .0%	3 47.8%
Used only by affluent/Rich	0 99.6%	0 .0%	1 20.3%
They use airport funds for non airport projects	0 .0%	0 .0%	0 .0%
Little benefit to community	0 .0%	0 .0%	1 13.0%
Safety	0 .0%	0 .0%	0 .0%
Taxpayer supported	0 99.6%	0 .0%	0 .0%
Should charge fees for use	0 .0%	0 .0%	0 .0%
97.00	0 .0%	0 .0%	0 .0%
Other	0 .4%	1 58.8%	0 1.4%

Comparisons of Column Proportions c,d

		Ethnic Group			
		American Indian/Alaska Native	Caucasian/White	Hispanic/Latino	Some other race
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a,b			a,b
	Noise	a,b			a,b
	Only a few people use it	a,b		.b	a
	Planes fly too low	a,b			a,b
	Planes make repeated passes over homes	a,b		.b	a,b
	Too much air traffic/growth	a,b		.b	a,b
	Used only by affluent/Rich	a,b		.b	a
	They use airport funds for non airport projects	a,b		.b	a,b
	Little benefit to community	a,b		.b	a,b
	Safety	a,b		.b	a,b
	Taxpayer supported	a,b		.b	a
	Should charge fees for use	a,b		.b	a,b
	97.00	a,b		.b	a,b
	Other	a,b		.b	a

Comparisons of Column Proportions c,d

		Ethnic Group	
		Two or more races	DK/NA
		(E)	(F)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	.b	
	Noise	.b	
	Only a few people use it	.b	
	Planes fly too low		.b
	Planes make repeated passes over homes	.b	.b
	Too much air traffic/growth	.b	
	Used only by affluent/Rich	.b	
	They use airport funds for non airport projects	.b	.b
	Little benefit to community	.b	
	Safety	.b	.b
	Taxpayer supported	.b	.b
	Should charge fees for use	.b	.b
	97.00	.b	.b
	Other	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
4. Why do you have an unfavorable opinion of the airport	Total	56	55	1
	Flight patterns not regulated/fly over homes	9	9	0
	Noise	16.8%	17.0%	.0%
	Only a few people use it	28	28	0
	Planes fly too low	5.1%	5.2%	.0%
	Planes make repeated passes over homes	3	3	0
	Too much air traffic/growth	13.7%	13.9%	.0%
	Used only by affluent/Rich	6.1%	6.2%	.0%
	They use airport funds for non airport projects	9	8	1
	Little benefit to community	15.5%	14.4%	100.0%
	Safety	10	10	0
	Taxpayer supported	17.3%	17.5%	.0%
	Should charge fees for use	2	2	0
	97.00	3.9%	3.9%	.0%
	Other	9	9	0
		16.9%	17.1%	.0%
		1	1	0
	1.7%	1.7%	.0%	
	11	11	0	
	20.3%	20.5%	.0%	
	3	3	0	
	5.8%	5.9%	.0%	
	4	4	0	
	6.4%	6.5%	.0%	

Comparisons of Column Proportions^{c,d}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes		a,b
	Noise		a,b
	Only a few people use it		a,b
	Planes fly too low		a,b
	Planes make repeated passes over homes		a,b
	Too much air traffic/growth		a,b
	Used only by affluent/Rich		a,b
	They use airport funds for non airport projects		a,b
	Little benefit to community		a,b
	Safety		a,b
	Taxpayer supported		a,b
	Should charge fees for use		a,b
	Other		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Vicinity of Airport			
		Alder	Donner Lake	Downtown	Glenshore
Total	56	1	8	4	8
Flight patterns not regulated/fly over homes	9 16.8%	0 .0%	6 74.3%	0 .0%	1 11.2%
Noise	28 50.0%	0 .0%	0 .0%	1 18.9%	4 53.3%
Only a few people use it	3 5.1%	1 100.0%	0 .0%	0 .0%	0 .0%
Planes fly too low	8 13.7%	0 .0%	0 .0%	0 .0%	2 21.8%
Planes make repeated passes over homes	3 6.1%	0 .0%	0 .0%	0 .0%	1 8.8%
Too much air traffic/growth	9 15.5%	0 .0%	0 .0%	1 18.9%	2 24.3%
Used only by affluent/Rich	10 17.3%	0 .0%	1 18.2%	0 .0%	0 .0%
They use airport funds for non airport projects	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%
Little benefit to community	9 16.9%	0 .0%	0 .0%	1 28.0%	1 15.5%
Safety	1 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
Taxpayer supported	11 20.3%	0 .0%	0 .0%	0 .0%	1 11.2%
Should charge fees for use	3 5.8%	0 .0%	0 .0%	0 .0%	0 .0%
Other	4 6.4%	0 .0%	1 7.5%	2 53.1%	0 .0%

	Vicinity of Airport			
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
Total	1	9	16	4
Flight patterns not regulated/fly over homes	0 .0%	1 11.7%	0 .0%	1 32.2%
Noise	0 50.1%	3 39.5%	13 79.0%	3 73.2%
Only a few people use it	0 .0%	2 21.2%	0 1.6%	0 .0%
Planes fly too low	0 49.9%	2 17.9%	4 24.4%	0 .0%
Planes make repeated passes over homes	0 .0%	3 30.9%	0 .0%	0 .0%
Too much air traffic/growth	0 49.9%	2 22.8%	1 5.8%	1 17.1%
Used only by affluent/Rich	0 .0%	2 22.3%	4 25.5%	1 21.8%
They use airport funds for non airport projects	0 .0%	0 .0%	0 .0%	1 28.9%
Little benefit to community	0 .0%	1 11.7%	4 24.4%	1 28.9%
Safety	0 .0%	0 .0%	0 .0%	0 .0%
Taxpayer supported	0 .0%	0 .0%	7 44.1%	2 50.8%
Should charge fees for use	0 .0%	0 .0%	1 6.8%	1 21.8%
Other	0 .0%	0 .0%	0 .0%	0 .0%

4. Why do you have an unfavorable opinion of the airport

	Vicinity of Airport	
	Tahoe Donner	Not in Area
Total	4	1
Flight patterns not regulated/fly over homes	0 .0%	0 .0%
Noise	3 74.3%	0 .0%
Only a few people use it	0 .0%	0 .0%
Planes fly too low	0 .0%	0 .0%
Planes make repeated passes over homes	0 .0%	0 .0%
Too much air traffic/growth	1 25.7%	1 100.0%
Used only by affluent/Rich	1 27.7%	0 .0%
They use airport funds for non airport projects	1 20.9%	0 .0%
Little benefit to community	1 20.9%	0 .0%
Safety	1 20.9%	0 .0%
Taxpayer supported	1 27.7%	0 .0%
Should charge fees for use	1 27.7%	0 .0%
Other	1 20.9%	0 .0%

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions^{c,d}

	Vicinity of Airport				
	Alder	Donner Lake	Downtown	Glenshore	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)
Flight patterns not regulated/fly over homes	a,,b		.b		a,,b
Noise	a,,b	.b			a
Only a few people use it	a,,b		.b	.b	a,,b
Planes fly too low	a,,b	.b	.b		a
Planes make repeated passes over homes	a,,b	.b	.b		a,,b
Too much air traffic/growth	a,,b	.b			a
Used only by affluent/Rich	a,,b		.b	.b	a,,b
They use airport funds for non airport projects	a,,b	.b	.b	.b	a,,b
Little benefit to community	a,,b	.b			a,,b
Safety	a,,b	.b	.b	.b	a,,b
Taxpayer supported	a,,b	.b	.b		a,,b
Should charge fees for use	a,,b	.b	.b	.b	a,,b
Other	a,,b			.b	a,,b

4. Why do you have an unfavorable opinion of the airport

Comparisons of Column Proportions^{c,d}

	Vicinity of Airport			
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
	(F)	(G)	(H)	(I)
Flight patterns not regulated/fly over homes		.b		.b
Noise				
Only a few people use it			.b	.b
Planes fly too low			.b	.b
Planes make repeated passes over homes		.b	.b	.b
Too much air traffic/growth				
Used only by affluent/Rich				
They use airport funds for non airport projects	.b	.b		
Little benefit to community				
Safety	.b	.b	.b	
Taxpayer supported	.b			
Should charge fees for use	.b			
Other	.b	.b	.b	

Comparisons of Column Proportions^{c,d}

	Vicinity of Airport
	Not in Area
	(J)
Flight patterns not regulated/fly over homes	a,.b
Noise	a,.b
Only a few people use it	a,.b
Planes fly too low	a,.b
Planes make repeated passes over homes	a,.b
Too much air traffic/growth	a,.b
Used only by affluent/Rich	a,.b
They use airport funds for non airport projects	a,.b
Little benefit to community	a,.b
Safety	a,.b
Taxpayer supported	a,.b
Should charge fees for use	a,.b
Other	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not enough
Total	90	7	10	61
Flight patterns not regulated/fly over homes	13 14.7%	6 92.4%	1 9.5%	6 10.2%
Noise	45 49.9%	0 .0%	0 .0%	44 71.0%
Only a few people use it	4 4.0%	0 6.3%	1 7.5%	1 1.6%
Planes fly too low	16 17.8%	0 .0%	0 .0%	16 26.1%
Planes make repeated passes over homes	5 5.9%	0 .0%	0 .0%	5 7.7%
Too much air traffic/growth	16 17.8%	0 .0%	0 .0%	11 17.3%
Used only by affluent/Rich	12 12.8%	0 .0%	2 16.9%	7 11.9%
They use airport funds for non airport projects	3 3.4%	0 .0%	0 .0%	3 5.0%
Little benefit to community	11 12.4%	0 .0%	1 10.5%	8 13.4%
Safety	1 1.0%	0 .0%	0 .0%	1 1.5%
Taxpayer supported	15 16.2%	0 .0%	1 9.5%	12 18.9%
Should charge fees for use	4 4.6%	0 .0%	0 .0%	3 5.0%
97.00	0 .5%	0 .0%	0 4.4%	0 .0%
Other	8 8.5%	0 1.3%	5 52.2%	2 3.6%

	Amount Airport is Doing About Noise/Low Flying Aircraft
	Not sure/No opinion/DK/N A
Total	12
Flight patterns not regulated/fly over homes	0 .0%
Noise	1 10.9%
Only a few people use it	2 12.2%
Planes fly too low	0 .0%
Planes make repeated passes over homes	1 5.0%
Too much air traffic/growth	5 43.7%
Used only by affluent/Rich	3 20.9%
They use airport funds for non airport projects	0 .0%
Little benefit to community	2 15.1%
Safety	0 .0%
Taxpayer supported	2 16.3%
Should charge fees for use	1 8.8%
97.00	0 .0%
Other	0 1.7%

Comparisons of Column Proportions^{b,c}

	Amount Airport is Doing About Noise/Low Flying Aircraft	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
		4. Why do you have an unfavorable opinion of the airport			
Flight patterns not regulated/fly over homes	B C			a	
Noise	a	a	D	.	
Only a few people use it				a	
Planes fly too low	a	a		.	
Planes make repeated passes over homes	a	a		.	
Too much air traffic/growth	a	a		C	
Used only by affluent/Rich	a	.		.	
They use airport funds for non airport projects	a	a		a	
Little benefit to community	a	.		.	
Safety	a	a		a	
Taxpayer supported	a	.		.	
Should charge fees for use	a	a		.	
97.00	a	.	a	a	
Other	.	C D	.	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Reduce Number of Flights			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	90	38	26	2
Flight patterns not regulated/fly over homes	13 14.7%	6 15.2%	7 24.7%	1 56.1%
Noise	45 49.9%	24 62.7%	10 36.3%	1 43.9%
Only a few people use it	4 4.0%	2 4.5%	0 1.6%	0 .0%
Planes fly too low	16 17.8%	8 21.3%	7 26.1%	0 .0%
Planes make repeated passes over homes	5 5.9%	5 12.3%	0 .0%	0 .0%
Too much air traffic/growth	16 17.8%	7 18.7%	6 22.7%	0 .0%
Used only by affluent/Rich	12 12.8%	5 13.0%	2 8.5%	1 56.1%
They use airport funds for non airport projects	3 3.4%	2 5.7%	1 3.3%	0 .0%
Little benefit to community	11 12.4%	8 22.0%	2 7.2%	0 .0%
Safety	1 1.0%	1 2.4%	0 .0%	0 .0%
Taxpayer supported	15 16.2%	9 22.4%	2 6.9%	1 56.1%
Should charge fees for use	4 4.6%	1 2.4%	0 .0%	1 56.1%
97.00	0 .5%	0 .0%	0 1.6%	0 .0%
Other	8 8.5%	1 3.4%	2 6.4%	0 .0%

	Reduce Number of Flights	
	Strongly disagree	Not sure/DK/NA
Total	10	13
Flight patterns not regulated/fly over homes	0 .0%	0 .0%
Noise	9 84.0%	2 14.0%
Only a few people use it	0 .0%	2 11.4%
Planes fly too low	1 9.3%	0 .0%
Planes make repeated passes over homes	0 .0%	1 4.7%
Too much air traffic/growth	0 .0%	3 21.6%
Used only by affluent/Rich	0 .0%	3 25.7%
They use airport funds for non airport projects	0 .0%	0 .0%
Little benefit to community	0 .0%	1 5.9%
Safety	0 .0%	0 .0%
Taxpayer supported	0 .0%	3 24.5%
Should charge fees for use	0 .0%	2 17.5%
97.00	0 .0%	0 .0%
Other	1 6.7%	4 29.7%

Comparisons of Column Proportions^{c,d}

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
Flight patterns not regulated/fly over homes			a	b
Noise	E		a	E
Only a few people use it			a,b	b
Planes fly too low			a,b	
Planes make repeated passes over homes		b	a,b	b
Too much air traffic/growth			a,b	b
Used only by affluent/Rich			a	b
They use airport funds for non airport projects			a,b	b
Little benefit to community			a,b	b
Safety		b	a,b	b
Taxpayer supported			a	b
Should charge fees for use		b	a	b
97.00	b		a,b	b
Other			a,b	

Comparisons of Column Proportions^{c,d}

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
Flight patterns not regulated/fly over homes	b
Noise	.
Only a few people use it	b
Planes fly too low	.
Planes make repeated passes over homes	.
Too much air traffic/growth	.
Used only by affluent/Rich	b
They use airport funds for non airport projects	.
Little benefit to community	b
Safety	.
Taxpayer supported	.
Should charge fees for use	b
97.00	.
Other	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Remain the Way it Is			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	90	18	22	11
Flight patterns not regulated/fly over homes	13	8	2	1
	14.7%	43.7%	7.0%	8.7%
Noise	45	9	10	5
	49.9%	51.3%	46.2%	45.1%
Only a few people use it	4	0	0	1
	4.0%	.0%	1.9%	13.3%
Planes fly too low	16	1	1	1
	17.8%	3.8%	3.7%	5.6%
Planes make repeated passes over homes	5	1	2	1
	5.9%	3.8%	8.2%	5.6%
Too much air traffic/growth	16	1	2	3
	17.8%	7.3%	8.9%	23.8%
Used only by affluent/Rich	12	0	5	1
	12.8%	1.6%	22.1%	10.5%
They use airport funds for non airport projects	3	0	0	1
	3.4%	.0%	.0%	8.1%
Little benefit to community	11	0	6	1
	12.4%	.0%	27.1%	8.1%
Safety	1	0	0	0
	1.0%	.0%	.0%	.0%
Taxpayer supported	15	0	7	2
	16.2%	.0%	32.2%	14.7%
Should charge fees for use	4	0	2	0
	4.6%	.0%	10.4%	.0%
97.00	0	0	0	0
	.5%	.0%	.0%	.0%
Other	8	0	4	2
	8.5%	.0%	20.2%	20.3%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
4. Why do you have an unfavorable opinion of the airport	Total	25	15
	Flight patterns not regulated/fly over homes	3	0
		10.6%	2.9%
	Noise	16	5
		65.9%	30.7%
	Only a few people use it	1	1
		4.0%	5.3%
	Planes fly too low	9	5
		35.1%	35.9%
	Planes make repeated passes over homes	2	1
		6.6%	4.2%
	Too much air traffic/growth	4	6
		17.7%	39.5%
	Used only by affluent/Rich	4	1
		16.8%	7.3%
	They use airport funds for non airport projects	2	0
		8.8%	.0%
	Little benefit to community	3	1
	14.1%	5.3%	
Safety	1	0	
	3.8%	.0%	
Taxpayer supported	4	1	
	18.1%	9.3%	
Should charge fees for use	2	0	
	7.6%	.0%	
97.00	0	0	
	1.8%	.0%	
Other	1	0	
	2.9%	1.4%	

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes				
	Noise				
	Only a few people use it	.			
	Planes fly too low				
	Planes make repeated passes over homes				
	Too much air traffic/growth				
	Used only by affluent/Rich				
	They use airport funds for non airport projects	.	.		
	Little benefit to community	.	.	.	
	Safety	.	.	.	
	Taxpayer supported	.	.	.	
	Should charge fees for use	.	.	.	
	97.00	.	.	.	
	Other	.	.	.	

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	
	Noise	
	Only a few people use it	
	Planes fly too low	
	Planes make repeated passes over homes	
	Too much air traffic/growth	
	Used only by affluent/Rich	.
	They use airport funds for non airport projects	.
	Little benefit to community	.
	Safety	.
	Taxpayer supported	.
	Should charge fees for use	.
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Manage the Growth of Operations			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	90	30	32	11
Flight patterns not regulated/fly over homes	13 14.7%	9 30.7%	3 8.0%	0 3.7%
Noise	45 49.9%	15 48.8%	17 52.7%	5 44.2%
Only a few people use it	4 4.0%	2 6.4%	1 2.3%	1 6.5%
Planes fly too low	16 17.8%	3 8.4%	11 34.3%	1 9.1%
Planes make repeated passes over homes	5 5.9%	1 2.0%	3 11.0%	1 5.4%
Too much air traffic/growth	16 17.8%	4 12.1%	4 12.0%	4 36.3%
Used only by affluent/Rich	12 12.8%	3 9.8%	3 10.5%	2 19.0%
They use airport funds for non airport projects	3 3.4%	0 .0%	2 6.7%	0 .0%
Little benefit to community	11 12.4%	1 2.6%	2 6.7%	1 9.6%
Safety	1 1.0%	0 .0%	0 .0%	0 .0%
Taxpayer supported	15 16.2%	3 9.8%	5 16.8%	0 .0%
Should charge fees for use	4 4.6%	2 6.2%	1 3.4%	0 .0%
97.00	0 .5%	0 .0%	0 1.4%	0 .0%
Other	8 8.5%	1 4.3%	5 16.7%	1 9.4%

	Manage the Growth of Operations	
	Strongly disagree	Not sure/DK/NA
Total	5	13
Flight patterns not regulated/fly over homes	1 20.0%	0 1.7%
Noise	4 78.3%	5 40.5%
Only a few people use it	0 5.6%	0 .0%
Planes fly too low	1 15.0%	1 7.6%
Planes make repeated passes over homes	1 15.0%	0 .0%
Too much air traffic/growth	1 16.1%	4 29.8%
Used only by affluent/Rich	0 5.6%	3 22.7%
They use airport funds for non airport projects	1 20.6%	0 .0%
Little benefit to community	2 49.0%	5 38.9%
Safety	1 20.6%	0 .0%
Taxpayer supported	0 5.6%	6 47.8%
Should charge fees for use	0 .0%	1 9.7%
97.00	0 .0%	0 .0%
Other	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes				
	Noise				
	Only a few people use it				
	Planes fly too low				
	Planes make repeated passes over homes				
	Too much air traffic/growth				
	Used only by affluent/Rich				
	They use airport funds for non airport projects	a		a	
	Little benefit to community				A
	Safety	a	a	a	
	Taxpayer supported			a	a
	Should charge fees for use			a	a
	97.00	a		a	a
Other				a	

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations	
	Not sure/DK/NA	
	(E)	
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	
	Noise	a
	Only a few people use it	
	Planes fly too low	
	Planes make repeated passes over homes	a
	Too much air traffic/growth	
	Used only by affluent/Rich	
	They use airport funds for non airport projects	a
	Little benefit to community	A
	Safety	a
	Taxpayer supported	A
	Should charge fees for use	
	97.00	a
Other	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Flown Out of Airport		
	Total	Yes	No
Total	90	5	85
Flight patterns not regulated/fly over homes	13 14.7%	2 32.7%	12 13.7%
Noise	45 49.9%	2 47.7%	43 50.0%
Only a few people use it	4 4.0%	0 .0%	4 4.3%
Planes fly too low	16 17.8%	1 22.2%	15 17.5%
Planes make repeated passes over homes	5 5.9%	1 13.8%	5 5.5%
Too much air traffic/growth	16 17.8%	2 39.8%	14 16.5%
Used only by affluent/Rich	12 12.8%	2 38.0%	10 11.4%
They use airport funds for non airport projects	3 3.4%	0 .0%	3 3.6%
Little benefit to community	11 12.4%	0 .0%	11 13.1%
Safety	1 1.0%	0 .0%	1 1.1%
Taxpayer supported	15 16.2%	1 18.9%	14 16.0%
Should charge fees for use	4 4.6%	1 18.9%	3 3.8%
97.00	0 .5%	0 .0%	0 .5%
Other	8 8.5%	0 .0%	8 8.9%

Comparisons of Column Proportions^{b,c}

		Have Flown Out of Airport	
		Yes	No
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes		
	Noise		
	Only a few people use it	a	
	Planes fly too low		
	Planes make repeated passes over homes		
	Too much air traffic/growth		
	Used only by affluent/Rich		
	They use airport funds for non airport projects	a	
	Little benefit to community	a	
	Safety	a	
	Taxpayer supported		
	Should charge fees for use	a	
	97.00	a	
	Other	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Visited for Non-Aviation Reasons		
	Total	Yes	No
Total	90	50	40
Flight patterns not regulated/fly over homes	13 14.7%	4 7.5%	9 23.8%
Noise	45 49.9%	22 43.7%	23 57.6%
Only a few people use it	4 4.0%	3 5.8%	1 1.8%
Planes fly too low	16 17.8%	4 8.4%	12 29.5%
Planes make repeated passes over homes	5 5.9%	4 8.1%	1 3.2%
Too much air traffic/growth	16 17.8%	11 21.7%	5 12.9%
Used only by affluent/Rich	12 12.8%	9 17.5%	3 7.0%
They use airport funds for non airport projects	3 3.4%	2 4.2%	1 2.3%
Little benefit to community	11 12.4%	10 20.3%	1 2.3%
Safety	1 1.0%	0 .0%	1 2.3%
Taxpayer supported	15 16.2%	13 26.0%	2 3.8%
Should charge fees for use	4 4.6%	3 6.2%	1 2.7%
97.00	0 .5%	0 .0%	0 1.1%
Other	8 8.5%	6 11.4%	2 4.8%

Comparisons of Column Proportions ^{b,c}

		Have Visited for Non-Aviation Reasons	
		Yes	No
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes		A
	Noise		
	Only a few people use it		A
	Planes fly too low		
	Planes make repeated passes over homes		
	Too much air traffic/growth		
	Used only by affluent/Rich		
	They use airport funds for non airport projects		
	Little benefit to community	B	
	Safety	a	
	Taxpayer supported	B	
	Should charge fees for use		
	97.00	a	
Other			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable		
		Total	Somewhat unfavorable	Strongly unfavorable
4. Why do you have an unfavorable opinion of the airport	Total	90	60	30
	Flight patterns not regulated/fly over homes	13	9	4
	Noise	45	24	21
	Only a few people use it	4	2	1
	Planes fly too low	16	14	2
	Planes make repeated passes over homes	5	4	2
	Too much air traffic/growth	16	9	7
	Used only by affluent/Rich	12	9	2
	They use airport funds for non airport projects	3	0	3
	Little benefit to community	11	3	8
	Safety	1	0	1
	Taxpayer supported	15	6	9
	Should charge fees for use	4	2	2
	97.00	0	0	0
	Other	8	8	0
		8.5%	12.7%	.0%

Comparisons of Column Proportions^{b,c}

	First Favorable/Unfavorable	
	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)
4. Why do you have an unfavorable opinion of the airport		
Flight patterns not regulated/fly over homes		
Noise		A
Only a few people use it		
Planes fly too low		
Planes make repeated passes over homes		
Too much air traffic/growth		
Used only by affluent/Rich	a	
They use airport funds for non airport projects	.	
Little benefit to community		A
Safety	a	
Taxpayer supported		A
Should charge fees for use		a
97.00		.
Other	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Second Favorable/Unfavorable		
		Strongly favorable	Somewhat favorable	Somewhat unfavorable
4. Why do you have an unfavorable opinion of the airport				
Total	90	4	16	30
Flight patterns not regulated/fly over homes	13	0	2	8
Noise	45	3	9	7
	49.9%	82.4%	52.6%	24.4%
Only a few people use it	4	0	1	1
	4.0%	.0%	4.5%	3.9%
Planes fly too low	16	0	5	2
	17.8%	.0%	30.0%	5.1%
Planes make repeated passes over homes	5	0	2	1
	5.9%	.0%	10.5%	2.0%
Too much air traffic/growth	16	1	1	2
	17.8%	20.8%	7.9%	7.8%
Used only by affluent/Rich	12	0	3	5
	12.8%	.0%	17.5%	17.5%
They use airport funds for non airport projects	3	0	0	1
	3.4%	.0%	.0%	2.9%
Little benefit to community	11	0	0	8
	12.4%	.0%	.0%	25.2%
Safety	1	0	0	0
	1.0%	.0%	.0%	.0%
Taxpayer supported	15	0	1	8
	16.2%	.0%	6.7%	27.7%
Should charge fees for use	4	0	1	1
	4.6%	.0%	6.7%	3.1%
97.00	0	0	0	0
	.5%	.0%	.0%	1.4%
Other	8	1	1	6
	8.5%	17.6%	5.7%	19.6%

	Second Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	34	6
Flight patterns not regulated/fly over homes	4 10.6%	0 .0%
Noise	25 73.1%	1 19.3%
Only a few people use it	2 5.0%	0 .0%
Planes fly too low	8 22.8%	2 32.4%
Planes make repeated passes over homes	2 6.7%	1 13.0%
Too much air traffic/growth	8 23.5%	4 64.0%
Used only by affluent/Rich	3 9.8%	0 .0%
They use airport funds for non airport projects	2 6.3%	0 .0%
Little benefit to community	3 10.1%	0 .0%
Safety	1 2.7%	0 .0%
Taxpayer supported	4 12.0%	1 16.6%
Should charge fees for use	2 6.3%	0 .0%
97.00	0 .0%	0 .0%
Other	0 .3%	0 .0%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a	.	.	.
	Noise	.	.	.	C
	Only a few people use it	a	.	.	.
	Planes fly too low	a	.	.	.
	Planes make repeated passes over homes	a	.	.	.
	Too much air traffic/growth	a	.	.	.
	Used only by affluent/Rich	a	.	.	.
	They use airport funds for non airport projects	a	a	.	.
	Little benefit to community	a	a	.	.
	Safety	a	a	.	a
	Taxpayer supported	a	.	.	.
	Should charge fees for use	a	.	.	.
	97.00	a	a	.	a
	Other	.	.	D	.

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes	a
	Noise	.
	Only a few people use it	a
	Planes fly too low	.
	Planes make repeated passes over homes	.
	Too much air traffic/growth	C
	Used only by affluent/Rich	a
	They use airport funds for non airport projects	a
	Little benefit to community	a
	Safety	a
	Taxpayer supported	.
	Should charge fees for use	a
	97.00	a
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Shift		
		Switch to Favorable	Unfavorable on Both	Switch to DK/NA
Total	90	20	65	6
Flight patterns not regulated/fly over homes	13 14.7%	2 9.5%	11 17.6%	0 .0%
Noise	45 49.9%	11 57.9%	32 50.1%	1 19.3%
Only a few people use it	4 4.0%	1 3.7%	3 4.5%	0 .0%
Planes fly too low	16 17.8%	5 24.6%	9 14.4%	2 32.4%
Planes make repeated passes over homes	5 5.9%	2 8.6%	3 4.5%	1 13.0%
Too much air traffic/growth	16 17.8%	2 10.2%	10 16.1%	4 64.0%
Used only by affluent/Rich	12 12.8%	3 14.4%	9 13.4%	0 .0%
They use airport funds for non airport projects	3 3.4%	0 .0%	3 4.7%	0 .0%
Little benefit to community	11 12.4%	0 .0%	11 17.2%	0 .0%
Safety	1 1.0%	0 .0%	1 1.4%	0 .0%
Taxpayer supported	15 16.2%	1 5.5%	13 19.4%	1 16.6%
Should charge fees for use	4 4.6%	1 5.5%	3 4.8%	0 .0%
97.00	0 .5%	0 .0%	0 .7%	0 .0%
Other	8 8.5%	2 7.8%	6 9.4%	0 .0%

Comparisons of Column Proportions^{b,c}

		Shift		
		Switch to Favorable	Unfavorable on Both	Switch to DK/NA
		(A)	(B)	(C)
4. Why do you have an unfavorable opinion of the airport	Flight patterns not regulated/fly over homes			a
	Noise			a
	Only a few people use it			.
	Planes fly too low			.
	Planes make repeated passes over homes			.
	Too much air traffic/growth			A B
	Used only by affluent/Rich			a
	They use airport funds for non airport projects	a		a
	Little benefit to community	a		a
	Safety	a		a
	Taxpayer supported			a
	Should charge fees for use			a
	97.00	a		a
	Other			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	527
	Extremely important	175	175
		33.1%	33.1%
	Very important	205	205
		39.0%	39.0%
	Somewhat important	98	98
		18.6%	18.6%
Not at all important	44	44	
	8.3%	8.3%	
DK/NA	6	6	
	1.0%	1.0%	
5B. Early forest fire warning	Total	527	527
	Extremely important	299	299
		56.7%	56.7%
	Very important	171	171
		32.4%	32.4%
	Somewhat important	28	28
		5.3%	5.3%
Not at all important	16	16	
	3.0%	3.0%	
DK/NA	14	14	
	2.6%	2.6%	
5C. Flight instruction and training	Total	527	527
	Extremely important	86	86
		16.4%	16.4%
	Very important	116	116
		22.0%	22.0%
	Somewhat important	170	170
		32.2%	32.2%
Not at all important	140	140	
	26.6%	26.6%	
DK/NA	15	15	
	2.8%	2.8%	
5D. Transportation for patients in need of urgent healthcare	Total	527	527
	Extremely important	313	313
		59.4%	59.4%
	Very important	152	152
		28.8%	28.8%
	Somewhat important	32	32
	6.1%	6.1%	
Not at all important	25	25	
	4.7%	4.7%	
DK/NA	5	5	
	.9%	.9%	
5E. Search and rescue services	Total	527	527
	Extremely important	274	274

		Total	
		Total	Total
5E. Search and rescue services	Extremely important	52.1%	52.1%
	Very important	206	206
		39.1%	39.1%
	Somewhat important	33	33
		6.3%	6.3%
	Not at all important	13	13
	2.5%	2.5%	
DK/NA	0	0	
	.1%	.1%	
5F. Resident pilot use for recreation	Total	527	527
	Extremely important	58	58
		11.1%	11.1%
	Very important	120	120
		22.8%	22.8%
	Somewhat important	156	156
	29.7%	29.7%	
Not at all important	162	162	
	30.8%	30.8%	
DK/NA	30	30	
	5.7%	5.7%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	527
	Extremely important	66	66
		12.4%	12.4%
	Very important	126	126
		23.9%	23.9%
	Somewhat important	184	184
	35.0%	35.0%	
Not at all important	132	132	
	25.0%	25.0%	
DK/NA	19	19	
	3.6%	3.6%	

Comparisons of Column Proportions^{a,b}

		Total
		(A)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5B. Early forest fire warning	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5C. Flight instruction and training	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5D. Transportation for patients in need of urgent healthcare	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5E. Search and rescue services	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5F. Resident pilot use for recreation	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	284	240	3
	Extremely important	175 33.1%	84 29.5%	90 37.6%	1 26.9%
	Very important	205 39.0%	119 41.8%	86 36.0%	0 .0%
	Somewhat important	98 18.6%	53 18.6%	45 18.8%	0 .0%
	Not at all important	44 8.3%	25 8.9%	16 6.7%	2 73.1%
	DK/NA	6 1.0%	3 1.2%	2 .9%	0 .0%
	Total	527	284	240	3
5B. Early forest fire warning	Extremely important	299 56.7%	150 52.8%	147 61.2%	2 65.1%
	Very important	171 32.4%	101 35.4%	70 29.2%	0 .0%
	Somewhat important	28 5.3%	18 6.5%	9 3.6%	1 34.9%
	Not at all important	16 3.0%	9 3.3%	6 2.6%	0 .0%
	DK/NA	14 2.6%	6 2.0%	8 3.4%	0 .0%
	Total	527	284	240	3
	Extremely important	86 16.4%	55 19.4%	31 13.1%	0 .0%
5C. Flight instruction and training	Very important	116 22.0%	66 23.4%	49 20.2%	1 38.2%
	Somewhat important	170 32.2%	89 31.5%	80 33.5%	0 .0%
	Not at all important	140 26.6%	65 22.9%	73 30.5%	2 61.8%
	DK/NA	15 2.8%	8 2.9%	6 2.7%	0 .0%
	Total	527	284	240	3
	Extremely important	313 59.4%	157 55.2%	154 64.3%	2 65.1%
	5D. Transportation for patients in need of urgent healthcare	Very important	152 28.8%	85 30.1%	65 27.3%	1 34.9%
Somewhat important		32 6.1%	24 8.3%	8 3.5%	0 .0%
Not at all important		25 4.7%	15 5.1%	10 4.4%	0 .0%
DK/NA		5 .9%	4 1.3%	1 .4%	0 .0%
Total		527	284	240	3
Extremely important		274	142	130	2
5E. Search and rescue services					

		Respondent's Gender			
		Total	Male	Female	Other
5E. Search and rescue services	Extremely important	52.1%	50.0%	54.4%	65.1%
	Very important	206	109	97	0
		39.1%	38.3%	40.5%	.0%
	Somewhat important	33	26	7	1
		6.3%	9.0%	2.8%	34.9%
5F. Resident pilot use for recreation	Not at all important	13	7	6	0
		2.5%	2.6%	2.3%	.0%
	DK/NA	0	0	0	0
		.1%	.1%	.1%	.0%
	Total	527	284	240	3
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	58	37	21	0
		11.1%	13.0%	9.0%	.0%
	Very important	120	76	44	0
		22.8%	26.6%	18.5%	.0%
	Somewhat important	156	85	72	0
		29.7%	29.8%	29.9%	.0%
	Not at all important	162	74	86	2
	30.8%	26.2%	35.9%	61.8%	
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	30	13	16	1
		5.7%	4.4%	6.8%	38.2%
	Total	527	284	240	3
	Extremely important	66	38	28	0
		12.4%	13.4%	11.5%	.0%
	Very important	126	66	60	0
		23.9%	23.1%	25.2%	.0%
5G. Visitor use for access to the North Lake Tahoe region	Somewhat important	184	97	85	2
		35.0%	34.0%	35.7%	73.1%
	Not at all important	132	75	56	1
		25.0%	26.5%	23.3%	26.9%
	DK/NA	19	9	10	0
	3.6%	3.0%	4.4%	.0%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			a
	Very important			a
	Somewhat important			A B
	Not at all important			a
	DK/NA			.
5B. Early forest fire warning	Extremely important			a
	Very important			.
	Somewhat important			B
	Not at all important			a
	DK/NA			a
5C. Flight instruction and training	Extremely important			a
	Very important			.
	Somewhat important			a
	Not at all important			.
	DK/NA			.
5D. Transportation for patients in need of urgent healthcare	Extremely important			a
	Very important			.
	Somewhat important	B		a
	Not at all important			a
	DK/NA			.
5E. Search and rescue services	Extremely important			a
	Very important			.
	Somewhat important	B		B
	Not at all important			a
	DK/NA			a
5F. Resident pilot use for recreation	Extremely important			a
	Very important			.
	Somewhat important	B		a
	Not at all important			a
	DK/NA			.
5G. Visitor use for access to the North Lake Tahoe region	Extremely important			A
	Very important			a
	Somewhat important		A	.
	Not at all important			a
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	77	101	110	162	70	7
	Extremely important	175	18	32	34	54	33	4
		33.1%	23.0%	31.5%	31.0%	33.4%	46.7%	62.0%
	Very important	205	35	34	58	58	20	2
		39.0%	44.9%	33.4%	52.4%	35.5%	28.1%	28.9%
	Somewhat important	98	18	27	11	32	9	0
		18.6%	23.3%	26.8%	10.1%	20.0%	12.7%	5.6%
Not at all important	44	7	6	7	16	7	0	
	8.3%	8.7%	6.1%	6.5%	10.1%	10.0%	3.5%	
DK/NA	6	0	2	0	2	2	0	
	1.0%	.0%	2.2%	.0%	1.0%	2.5%	.0%	
5B. Early forest fire warning	Total	527	77	101	110	162	70	7
	Extremely important	299	39	55	62	91	47	4
		56.7%	50.9%	54.4%	56.5%	56.3%	67.5%	59.8%
	Very important	171	32	40	30	52	15	2
		32.4%	40.7%	39.5%	27.3%	32.3%	21.0%	34.5%
	Somewhat important	28	4	4	6	10	4	0
		5.3%	4.8%	3.6%	5.8%	6.1%	5.9%	5.6%
Not at all important	16	3	0	4	5	3	0	
	3.0%	3.7%	.0%	3.9%	3.2%	4.7%	.0%	
DK/NA	14	0	3	7	3	1	0	
	2.6%	.0%	2.5%	6.6%	2.1%	1.0%	.0%	
5C. Flight instruction and training	Total	527	77	101	110	162	70	7
	Extremely important	86	19	8	20	23	12	4
		16.4%	24.6%	8.2%	18.6%	14.0%	17.6%	56.4%
	Very important	116	18	21	28	34	14	1
		22.0%	23.5%	21.1%	25.6%	20.8%	20.2%	11.2%
	Somewhat important	170	22	55	28	44	19	1
		32.2%	29.0%	54.4%	25.6%	27.0%	27.9%	14.6%
Not at all important	140	18	17	31	54	20	1	
	26.6%	22.8%	16.4%	28.2%	33.1%	28.8%	17.8%	
DK/NA	15	0	0	2	8	4	0	
	2.8%	.0%	.0%	2.0%	5.2%	5.5%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	527	77	101	110	162	70	7
	Extremely important	313	56	57	63	89	45	4
		59.4%	71.9%	55.8%	57.2%	54.8%	64.8%	62.0%
	Very important	152	15	37	28	54	16	2
		28.8%	19.4%	36.9%	25.2%	33.5%	22.6%	28.9%
	Somewhat important	32	4	4	13	8	4	0
	6.1%	5.0%	3.6%	11.8%	4.6%	5.2%	5.6%	
Not at all important	25	3	1	6	11	4	0	
	4.7%	3.7%	1.3%	5.1%	6.7%	6.4%	.0%	
DK/NA	5	0	2	1	1	1	0	
	.9%	.0%	2.4%	.7%	.4%	1.1%	3.5%	
5E. Search and rescue services	Total	527	77	101	110	162	70	7
	Extremely important	274	34	53	60	82	44	2

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
5E. Search and rescue services	Extremely important	52.1%	43.6%	51.9%	54.6%	50.5%	63.5%	28.6%
	Very important	206	37	44	38	63	18	4
		39.1%	48.2%	43.3%	35.0%	39.2%	26.5%	67.9%
	Somewhat important	33	4	5	8	14	2	0
		6.3%	4.5%	4.8%	7.7%	8.6%	3.3%	.0%
	Not at all important	13	3	0	3	3	4	0
		2.5%	3.7%	.0%	2.8%	1.7%	6.3%	.0%
DK/NA	0	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.3%	3.5%	
5F. Resident pilot use for recreation	Total	527	77	101	110	162	70	7
	Extremely important	58	4	6	10	21	18	1
		11.1%	5.0%	5.4%	9.0%	12.7%	25.6%	8.7%
	Very important	120	17	32	19	38	11	4
		22.8%	21.6%	31.2%	17.3%	23.6%	15.1%	56.6%
	Somewhat important	156	34	38	37	34	12	1
		29.7%	44.4%	38.0%	33.2%	20.8%	17.4%	16.9%
Not at all important	162	22	24	34	56	24	1	
	30.8%	29.0%	23.8%	31.0%	34.8%	35.1%	12.2%	
DK/NA	30	0	2	10	13	5	0	
	5.7%	.0%	1.6%	9.4%	8.0%	6.8%	5.6%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	77	101	110	162	70	7
	Extremely important	66	7	7	8	27	16	1
		12.4%	9.2%	6.5%	7.6%	16.8%	22.6%	8.7%
	Very important	126	9	22	37	43	10	4
		23.9%	11.7%	22.0%	33.9%	26.6%	14.7%	62.3%
	Somewhat important	184	29	50	37	50	17	2
		35.0%	37.1%	49.6%	33.7%	31.0%	23.7%	25.6%
Not at all important	132	29	22	21	37	23	0	
	25.0%	37.0%	21.9%	18.7%	23.1%	32.7%	3.5%	
DK/NA	19	4	0	7	4	4	0	
	3.6%	5.0%	.0%	6.1%	2.5%	6.2%	.0%	

Comparisons of Column Proportions^{b,c}

		Age					Not coded (F)
		18-29 (A)	30-39 (B)	40-49 (C)	50-64 (D)	65+ (E)	
		5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			E			A
	Very important		C				
	Somewhat important						
	Not at all important						
	DK/NA	a		a			a
5B. Early forest fire warning	Extremely important						
	Very important						
	Somewhat important		a				a
	Not at all important	a					a
	DK/NA						
5C. Flight instruction and training	Extremely important	B					B D
	Very important						
	Somewhat important		A C D E				
	Not at all important				B		
	DK/NA	a	a				
5D. Transportation for patients in need of urgent healthcare	Extremely important						
	Very important						
	Somewhat important						
	Not at all important						
	DK/NA	a					
5E. Search and rescue services	Extremely important						
	Very important						
	Somewhat important		a				
	Not at all important	a	a	a			
	DK/NA						
5F. Resident pilot use for recreation	Extremely important					A B C	
	Very important						
	Somewhat important	D E	D				
	Not at all important						
	DK/NA	a					
5G. Visitor use for access to the North Lake Tahoe region	Extremely important			A		B	
	Very important						
	Somewhat important		D E				A E
	Not at all important						
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	19	60	14	21	33	21	31
	Extremely important	175	12	21	1	7	14	7	6
		33.1%	63.4%	34.6%	6.3%	31.8%	42.6%	34.6%	18.7%
	Very important	205	3	14	8	6	11	11	14
		39.0%	13.8%	22.7%	60.4%	27.6%	31.6%	54.0%	45.7%
	Somewhat important	98	1	17	3	6	6	2	8
		18.6%	2.7%	28.9%	24.6%	27.3%	17.1%	10.4%	25.2%
Not at all important	44	4	7	1	2	3	0	2	
	8.3%	20.1%	11.5%	8.8%	11.3%	8.7%	1.0%	7.4%	
DK/NA	6	0	1	0	0	0	0	1	
	1.0%	.0%	2.3%	.0%	2.0%	.0%	.0%	3.0%	
5B. Early forest fire warning	Total	527	19	60	14	21	33	21	31
	Extremely important	299	12	47	10	14	22	17	14
		56.7%	63.4%	79.0%	75.4%	66.0%	67.5%	79.3%	45.6%
	Very important	171	3	8	1	4	7	3	13
		32.4%	16.5%	13.1%	6.8%	17.5%	21.9%	15.5%	41.8%
	Somewhat important	28	4	3	1	3	1	0	3
		5.3%	20.1%	5.2%	5.3%	16.5%	4.0%	1.8%	9.9%
Not at all important	16	0	2	0	0	1	1	1	
	3.0%	.0%	2.7%	.0%	.0%	3.0%	3.5%	2.6%	
DK/NA	14	0	0	2	0	1	0	0	
	2.6%	.0%	.0%	12.5%	.0%	3.6%	.0%	.0%	
5C. Flight instruction and training	Total	527	19	60	14	21	33	21	31
	Extremely important	86	3	11	8	1	9	6	2
		16.4%	15.9%	17.8%	55.1%	6.1%	27.1%	26.5%	6.5%
	Very important	116	2	10	1	7	2	7	13
		22.0%	10.6%	16.6%	8.8%	34.7%	5.1%	34.0%	40.3%
	Somewhat important	170	8	23	2	4	11	5	14
		32.2%	40.3%	39.0%	16.8%	20.1%	34.2%	21.5%	44.0%
Not at all important	140	6	15	3	8	8	4	3	
	26.6%	32.1%	25.3%	19.3%	37.1%	25.5%	17.5%	9.2%	
DK/NA	15	0	1	0	0	3	0	0	
	2.8%	1.1%	1.2%	.0%	2.0%	8.1%	.5%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	527	19	60	14	21	33	21	31
	Extremely important	313	14	44	10	13	18	17	8
		59.4%	74.9%	72.6%	75.4%	59.7%	54.7%	82.8%	26.4%
	Very important	152	3	12	2	5	8	2	20
		28.8%	16.1%	19.2%	12.1%	23.8%	24.9%	7.9%	63.2%
	Somewhat important	32	2	2	1	2	3	2	2
		6.1%	9.0%	2.6%	6.8%	10.4%	7.6%	9.3%	6.8%
Not at all important	25	0	2	0	1	4	0	1	
	4.7%	.0%	3.4%	.0%	6.1%	12.8%	.0%	3.6%	
DK/NA	5	0	1	1	0	0	0	0	
	.9%	.0%	2.3%	5.7%	.0%	.0%	.0%	.0%	
5E. Search and rescue services	Total	527	19	60	14	21	33	21	31
	Extremely important	274	13	34	9	14	19	9	8

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	6	19	5	9	26	49	43	19
	Extremely important	3	9	2	2	5	8	21	9
		47.1%	45.1%	40.2%	25.3%	17.4%	15.5%	48.0%	46.2%
	Very important	2	7	2	4	11	21	12	8
		31.4%	36.1%	37.2%	47.1%	41.1%	42.6%	28.1%	44.2%
	Somewhat important	1	2	0	3	6	17	8	2
		21.5%	10.2%	.0%	27.6%	24.4%	34.3%	18.1%	9.6%
Not at all important	0	2	0	0	4	4	1	0	
	.0%	8.6%	.0%	.0%	15.7%	7.2%	3.3%	.0%	
DK/NA	0	0	1	0	0	0	1	0	
	.0%	.0%	22.5%	.0%	1.4%	.4%	2.4%	.0%	
5B. Early forest fire warning	Total	6	19	5	9	26	49	43	19
	Extremely important	4	9	3	6	8	23	23	12
		70.2%	44.9%	60.1%	68.6%	31.1%	46.6%	53.5%	66.0%
	Very important	1	9	1	2	14	24	17	6
		14.9%	45.5%	17.3%	21.4%	51.9%	49.1%	39.3%	34.0%
	Somewhat important	1	0	0	1	1	1	1	0
		14.9%	.0%	.0%	9.9%	3.5%	2.0%	2.9%	.0%
Not at all important	0	2	0	0	3	1	1	0	
	.0%	9.6%	.0%	.0%	12.0%	1.9%	2.9%	.0%	
DK/NA	0	0	1	0	0	0	1	0	
	.0%	.0%	22.5%	.0%	1.4%	.4%	1.4%	.0%	
5C. Flight instruction and training	Total	6	19	5	9	26	49	43	19
	Extremely important	1	1	1	0	7	7	4	2
		14.9%	7.0%	29.2%	.0%	25.1%	14.2%	8.8%	8.0%
	Very important	1	6	0	2	8	3	5	10
		19.7%	28.9%	.0%	20.9%	30.0%	7.1%	11.6%	54.1%
	Somewhat important	3	6	2	4	5	19	12	6
		48.1%	31.6%	31.4%	41.4%	20.0%	38.1%	26.8%	29.2%
Not at all important	1	6	2	3	7	15	19	2	
	17.3%	32.5%	39.4%	27.8%	24.9%	30.3%	44.5%	8.7%	
DK/NA	0	0	0	1	0	5	4	0	
	.0%	.0%	.0%	9.9%	.0%	10.3%	8.3%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	6	19	5	9	26	49	43	19
	Extremely important	6	10	3	6	7	37	19	10
		100.0%	52.0%	71.4%	62.3%	25.9%	76.0%	42.9%	55.3%
	Very important	0	6	1	1	10	8	17	7
		.0%	31.6%	28.6%	14.7%	37.7%	16.8%	38.3%	35.9%
	Somewhat important	0	0	0	1	6	1	6	0
		.0%	1.1%	.0%	13.1%	24.4%	2.4%	14.0%	.0%
Not at all important	0	3	0	1	3	2	1	2	
	.0%	15.3%	.0%	9.9%	12.0%	4.4%	3.3%	8.9%	
DK/NA	0	0	0	0	0	0	1	0	
	.0%	.0%	.0%	.0%	.0%	.4%	1.4%	.0%	
5E. Search and rescue services	Total	6	19	5	9	26	49	43	19
	Extremely important	4	10	3	5	8	27	23	13

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	42	13	4	9	3	5	76
	Extremely important	9	3	0	7	0	1	30
		20.2%	27.7%	.0%	77.3%	.0%	13.3%	39.5%
	Very important	29	9	4	1	3	4	22
		68.1%	71.5%	100.0%	8.0%	100.0%	86.7%	29.5%
	Somewhat important	2	0	0	1	0	0	13
		5.2%	.8%	.0%	13.6%	.0%	.0%	17.1%
Not at all important	3	0	0	0	0	0	10	
	6.5%	.0%	.0%	.0%	.0%	.0%	13.9%	
DK/NA	0	0	0	0	0	0	0	
	.0%	.0%	.0%	1.1%	.0%	.0%	.0%	
5B. Early forest fire warning	Total	42	13	4	9	3	5	76
	Extremely important	14	7	4	8	0	1	39
		33.5%	56.2%	100.0%	86.6%	.0%	19.8%	51.3%
	Very important	25	4	0	0	3	4	21
		60.0%	35.6%	.0%	5.3%	100.0%	80.2%	28.0%
	Somewhat important	0	0	0	1	0	0	6
		.0%	.0%	.0%	8.0%	.0%	.0%	8.6%
Not at all important	1	0	0	0	0	0	3	
	2.9%	.0%	.0%	.0%	.0%	.0%	3.9%	
DK/NA	1	1	0	0	0	0	6	
	3.5%	8.2%	.0%	.0%	.0%	.0%	8.2%	
5C. Flight instruction and training	Total	42	13	4	9	3	5	76
	Extremely important	5	0	0	0	0	1	19
		11.3%	.0%	.0%	.0%	.0%	19.7%	25.2%
	Very important	21	2	0	3	3	3	8
		49.9%	12.3%	7.4%	27.7%	100.0%	60.5%	10.7%
	Somewhat important	14	5	0	4	0	0	23
		33.7%	41.9%	2.5%	42.9%	.0%	6.5%	30.8%
Not at all important	2	6	4	2	0	1	25	
	5.2%	45.8%	90.1%	25.1%	.0%	13.3%	32.8%	
DK/NA	0	0	0	0	0	0	0	
	.0%	.0%	.0%	4.2%	.0%	.0%	.6%	
5D. Transportation for patients in need of urgent healthcare	Total	42	13	4	9	3	5	76
	Extremely important	17	7	4	9	0	2	52
		39.5%	55.4%	90.1%	94.7%	.0%	39.5%	69.3%
	Very important	26	5	0	0	3	2	14
		60.5%	43.7%	9.9%	5.3%	100.0%	52.6%	18.3%
	Somewhat important	0	0	0	0	0	0	4
		.0%	.8%	.0%	.0%	.0%	.0%	5.1%
Not at all important	0	0	0	0	0	0	4	
	.0%	.0%	.0%	.0%	.0%	.0%	5.3%	
DK/NA	0	0	0	0	0	0	1	
	.0%	.0%	.0%	.0%	.0%	7.8%	1.9%	
5E. Search and rescue services	Total	42	13	4	9	3	5	76
	Extremely important	12	7	4	9	0	2	43

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
5E. Search and rescue services	Extremely important	52.1%	68.5%	57.1%	63.5%	65.3%	56.1%	43.5%	25.1%
	Very important	206 39.1%	3 16.0%	22 37.1%	4 29.7%	4 18.9%	10 30.1%	10 46.2%	20 65.3%
	Somewhat important	33 6.3%	3 15.5%	2 3.8%	1 6.8%	3 15.8%	4 11.0%	2 10.3%	2 6.9%
	Not at all important	13 2.5%	0 .0%	1 2.0%	0 .0%	0 .0%	1 2.8%	0 .0%	1 2.6%
	DK/NA	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	527	19	60	14	21	33	21	31
5F. Resident pilot use for recreation	Extremely important	58 11.1%	3 15.5%	8 13.1%	7 53.5%	0 .0%	5 15.4%	6 26.5%	1 4.1%
	Very important	120 22.8%	4 18.9%	19 32.4%	0 3.2%	4 21.4%	2 7.2%	0 .0%	9 27.6%
	Somewhat important	156 29.7%	5 24.3%	19 31.8%	3 22.4%	8 38.9%	10 31.4%	11 51.2%	8 26.8%
	Not at all important	162 30.8%	8 40.3%	12 20.7%	3 20.9%	7 33.5%	12 35.9%	5 22.3%	4 11.4%
	DK/NA	30 5.7%	0 1.1%	1 1.9%	0 .0%	1 6.1%	3 10.1%	0 .0%	9 30.0%
	Total	527	19	60	14	21	33	21	31
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	66 12.4%	3 16.4%	7 11.0%	0 .0%	0 .0%	10 28.8%	13 60.5%	2 6.3%
	Very important	126 23.9%	3 13.6%	9 14.8%	7 49.9%	9 43.8%	5 14.5%	1 6.0%	9 28.1%
	Somewhat important	184 35.0%	7 35.8%	23 37.8%	5 36.1%	6 29.5%	10 30.3%	3 12.2%	15 47.2%
	Not at all important	132 25.0%	7 34.3%	21 34.8%	2 14.0%	5 24.8%	7 22.3%	4 20.9%	5 16.0%
	DK/NA	19 3.6%	0 .0%	1 1.6%	0 .0%	0 2.0%	1 4.0%	0 .5%	1 2.4%
	Total	527	19	60	14	21	33	21	31

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
5E. Search and rescue services	Extremely important	70.2%	52.0%	66.9%	57.7%	29.3%	54.5%	53.3%	67.8%
	Very important	1 14.9%	3 16.6%	2 33.0%	4 37.7%	14 53.6%	20 40.7%	16 36.7%	6 32.2%
	Somewhat important	1 14.9%	5 23.9%	0 .0%	0 4.6%	1 3.5%	1 2.5%	3 7.1%	0 .0%
	Not at all important	0 .0%	1 7.5%	0 .0%	0 .0%	4 13.6%	1 1.9%	1 2.9%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .4%	0 .0%	0 .0%
	Total	6	19	5	9	26	49	43	19
5F. Resident pilot use for recreation	Extremely important	1 14.9%	4 19.3%	2 44.4%	2 20.9%	4 13.4%	1 1.2%	1 3.1%	5 24.9%
	Very important	0 .0%	5 28.2%	0 4.4%	1 9.4%	12 47.0%	19 38.5%	6 13.7%	5 26.8%
	Somewhat important	2 31.4%	4 21.5%	2 46.7%	4 41.0%	3 11.2%	15 30.0%	8 19.4%	7 39.7%
	Not at all important	2 32.2%	5 27.3%	0 4.4%	1 15.6%	6 23.5%	12 24.6%	24 54.9%	2 8.7%
	DK/NA	1 21.5%	1 3.8%	0 .0%	1 13.1%	1 4.9%	3 5.8%	4 8.8%	0 .0%
	Total	6	19	5	9	26	49	43	19
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	2 29.8%	4 22.0%	2 35.8%	2 22.5%	4 15.0%	7 14.7%	2 4.1%	2 11.0%
	Very important	2 38.0%	3 13.6%	0 4.4%	2 23.0%	6 24.8%	10 20.9%	8 17.5%	6 29.2%
	Somewhat important	2 32.2%	3 17.1%	1 13.1%	3 36.8%	6 22.8%	13 25.7%	16 37.4%	10 51.0%
	Not at all important	0 .0%	9 47.3%	2 46.7%	2 17.7%	9 36.1%	16 31.7%	12 27.5%	2 8.8%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 1.4%	3 7.0%	6 13.5%	0 .0%
	Total	6	19	5	9	26	49	43	19

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
5E. Search and rescue services	Extremely important	27.7%	52.6%	97.5%	94.6%	.0%	40.8%	56.9%
	Very important	29	6	0	0	3	3	26
		69.3%	47.4%	2.5%	5.3%	100.0%	59.2%	34.6%
	Somewhat important	0	0	0	0	0	0	5
		.0%	.0%	.0%	.0%	.0%	.0%	6.0%
	Not at all important	1	0	0	0	0	0	2
	2.9%	.0%	.0%	.0%	.0%	.0%	2.2%	
	DK/NA	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.3%
	Total	42	13	4	9	3	5	76
5F. Resident pilot use for recreation	Extremely important	0	0	0	0	0	0	9
		1.0%	.0%	.0%	.0%	.0%	.0%	11.7%
	Very important	12	0	0	1	3	2	14
		28.3%	.0%	.0%	11.9%	100.0%	51.7%	18.8%
	Somewhat important	5	6	0	7	0	2	26
		12.7%	51.3%	.0%	74.7%	.0%	35.0%	34.4%
Not at all important	25	4	4	1	0	1	25	
	58.0%	35.5%	92.5%	9.2%	.0%	13.3%	33.6%	
	DK/NA	0	2	0	0	0	0	1
		.0%	13.2%	7.4%	4.2%	.0%	.0%	1.5%
	Total	42	13	4	9	3	5	76
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	1	0	0	1	0	0	5
		3.2%	.0%	.0%	8.0%	.0%	.0%	6.1%
	Very important	13	3	0	1	3	1	27
		29.6%	20.3%	9.9%	11.9%	100.0%	15.3%	35.5%
	Somewhat important	20	7	0	6	0	3	27
		46.3%	59.2%	.0%	65.5%	.0%	53.8%	36.0%
Not at all important	8	3	4	1	0	1	12	
	19.9%	20.5%	90.1%	9.2%	.0%	30.9%	15.9%	
	DK/NA	0	0	0	0	0	0	5
		1.0%	.0%	.0%	5.4%	.0%	.0%	6.5%

Comparisons of Column Proportions ^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	M						
	Very important							
	Somewhat important							
	Not at all important	a		a		a	a	
	DK/NA	.		.		.	.
			LP					
5B. Early forest fire warning	Extremely important							
	Very important							
	Somewhat important	a		a	a			
	Not at all important	a	a		a		a	a
	DK/NA	.	.		.		.	.
				GN				
5C. Flight instruction and training	Extremely important							
	Very important							
	Somewhat important							
	Not at all important			a				a
	DK/NA			.				.
			GL				GL	
5D. Transportation for patients in need of urgent healthcare	Extremely important							
	Very important							B F M V
	Somewhat important	a		a			a	
	Not at all important	a		.	a	a	a	a
	DK/NA	.	.	.	.	.	.	.
5E. Search and rescue services	Extremely important							
	Very important							
	Somewhat important	a		a	a	a	a	a
	Not at all important	a	a	a	a	a	a	a
	DK/NA	.	.	.	.	.	.	.
				GMNPV				
5F. Resident pilot use for recreation	Extremely important							
	Very important							
	Somewhat important							
	Not at all important			a	a		a	B V
	DK/NA			.	.	.	.	.
					a		BGMNPV	
5G. Visitor use for access to the North Lake Tahoe region	Extremely important							
	Very important							
	Somewhat important							
	Not at all important	a		a				
	DK/NA	.	.	.	.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important								
	Very important								
	Somewhat important								
	Not at all important	a			a				a
5B. Early forest fire warning	DK/NA		a	V	a				a
	Extremely important								
	Very important		a	a		B	B		a
	Somewhat important	a		a	a				a
5C. Flight instruction and training	Not at all important	a	a		a				a
	DK/NA								
	Extremely important			a					
	Very important								EMV
5D. Transportation for patients in need of urgent healthcare	Somewhat important								
	Not at all important	a	a	a			P		a
	DK/NA								
	Extremely important					GL			
5E. Search and rescue services	Very important	a		a					a
	Somewhat important	a		a	a				a
	Not at all important	a	a	a	a				a
	DK/NA								
5F. Resident pilot use for recreation	Extremely important			MP					
	Very important	a				F			
	Somewhat important								
	Not at all important								
5G. Visitor use for access to the North Lake Tahoe region	DK/NA								
	Extremely important								
	Very important								
	Somewhat important	a							
5G. Visitor use for access to the North Lake Tahoe region	Not at all important		a	a	a				a
	DK/NA								

Comparisons of Column Proportions ^{b,c}

		Date							
		June 11	June 12	June 13	June 14	June 15	June 16	June 17	
		(P)	(Q)	(R)	(S)	(T)	(U)	(V)	
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				M	a			
	Very important	ABNV		a		a			
	Somewhat important		a	a		a			
	Not at all important								
5B. Early forest fire warning	DK/NA		a	a		a			
	Extremely important								
	Very important	B		a		a			B
	Somewhat important		a	a		a			a
5C. Flight instruction and training	Not at all important				a				
	DK/NA								
	Extremely important	EMNV							
	Very important								
5D. Transportation for patients in need of urgent healthcare	Somewhat important								
	Not at all important		a		GP				
	DK/NA								
	Extremely important								
5E. Search and rescue services	Very important	BFMV		a		a			
	Somewhat important		a	a		a			
	Not at all important		a	a		a			
	DK/NA								
5F. Resident pilot use for recreation	Extremely important						GP		
	Very important	ADI	a	a		a			
	Somewhat important		a	a		a			
	Not at all important								
5G. Visitor use for access to the North Lake Tahoe region	DK/NA								
	Extremely important								
	Very important								
	Somewhat important	BG			G	LP			
5G. Visitor use for access to the North Lake Tahoe region	Not at all important								
	DK/NA								
	Extremely important								
	Very important								
5G. Visitor use for access to the North Lake Tahoe region	Somewhat important								
	Not at all important								
	DK/NA								
	Extremely important								

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	10	18	11	12	72	53	19	14
	Extremely important	175	3	6	0	7	18	9	6	3
		33.1%	25.4%	34.7%	3.6%	56.9%	24.7%	16.3%	32.7%	24.5%
	Very important	205	5	9	4	5	39	25	2	2
		39.0%	53.8%	53.4%	36.6%	43.1%	53.9%	47.6%	11.9%	16.8%
	Somewhat important	98	1	0	6	0	11	6	8	7
		18.6%	6.1%	2.4%	59.5%	.0%	15.2%	11.6%	40.0%	49.9%
Not at all important	44	1	2	0	0	5	11	3	1	
	8.3%	14.7%	9.5%	.3%	.0%	6.3%	20.9%	15.4%	6.2%	
DK/NA	6	0	0	0	0	0	2	0	0	
	1.0%	.0%	.0%	.0%	.0%	.0%	3.6%	.0%	2.6%	
5B. Early forest fire warning	Total	527	10	18	11	12	72	53	19	14
	Extremely important	299	6	15	0	7	36	32	14	10
		56.7%	55.8%	83.5%	4.2%	56.9%	50.1%	61.0%	73.5%	74.0%
	Very important	171	3	1	10	5	33	12	1	2
		32.4%	29.6%	7.0%	95.8%	43.1%	45.7%	22.7%	7.3%	16.0%
	Somewhat important	28	0	0	0	2	4	1	1	1
		5.3%	.0%	2.4%	.0%	.0%	2.3%	8.2%	4.3%	7.3%
Not at all important	16	0	1	0	0	1	3	3	0	
	3.0%	.0%	7.0%	.0%	.0%	2.0%	5.2%	14.9%	.0%	
DK/NA	14	1	0	0	0	0	1	0	0	
	2.6%	14.7%	.0%	.0%	.0%	.0%	2.8%	.0%	2.6%	
5C. Flight instruction and training	Total	527	10	18	11	12	72	53	19	14
	Extremely important	86	1	0	0	7	9	9	1	0
		16.4%	14.7%	.0%	.3%	56.9%	12.5%	17.5%	6.5%	1.5%
	Very important	116	3	1	0	3	18	11	4	3
		22.0%	24.8%	7.3%	4.2%	30.0%	25.0%	20.1%	21.6%	24.4%
	Somewhat important	170	4	5	6	0	22	13	9	8
		32.2%	40.1%	30.7%	56.3%	.0%	30.6%	25.2%	47.1%	55.8%
Not at all important	140	2	9	4	2	17	19	5	3	
	26.6%	20.4%	49.6%	39.1%	13.0%	23.9%	35.7%	24.8%	18.3%	
DK/NA	15	0	2	0	0	6	1	0	0	
	2.8%	.0%	12.4%	.0%	.0%	8.0%	1.4%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	527	10	18	11	12	72	53	19	14
	Extremely important	313	7	14	6	3	37	35	16	4
		59.4%	65.0%	76.4%	57.0%	26.9%	51.4%	65.5%	84.6%	30.4%
	Very important	152	2	3	4	5	32	11	0	8
		28.8%	23.9%	17.0%	39.8%	43.1%	44.4%	20.0%	.0%	53.6%
	Somewhat important	32	0	0	0	0	2	3	0	0
		6.1%	.0%	2.4%	.0%	.0%	2.3%	5.4%	.4%	.0%
Not at all important	25	1	1	0	3	1	2	3	1	
	4.7%	11.2%	4.2%	3.2%	30.0%	2.0%	4.2%	14.9%	4.8%	
DK/NA	5	0	0	0	0	0	3	0	2	
	.9%	.0%	.0%	.0%	.0%	.0%	4.9%	.0%	11.3%	
5E. Search and rescue services	Total	527	10	18	11	12	72	53	19	14
	Extremely important	274	4	13	6	3	36	25	12	5

		Zip Code		
		96160	96161	96162
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	11	301	7
	Extremely important	11	112	0
		99.9%	37.3%	.0%
	Very important	0	106	7
		.0%	35.2%	99.9%
	Somewhat important	0	59	0
		.0%	19.5%	.0%
Not at all important	0	21	0	
	.0%	7.0%	.0%	
DK/NA	0	3	0	
	.0%	1.1%	.0%	
5B. Early forest fire warning	Total	11	301	7
	Extremely important	11	161	7
		99.9%	53.4%	99.9%
	Very important	0	103	0
		.1%	34.1%	.1%
	Somewhat important	0	20	0
		.0%	6.6%	.0%
Not at all important	0	7	0	
	.0%	2.4%	.0%	
DK/NA	0	11	0	
	.0%	3.5%	.0%	
5C. Flight instruction and training	Total	11	301	7
	Extremely important	2	57	0
		18.2%	18.8%	.0%
	Very important	4	61	7
		37.1%	20.3%	99.9%
	Somewhat important	0	102	0
		.0%	33.9%	.0%
Not at all important	5	75	0	
	44.7%	25.1%	.0%	
DK/NA	0	6	0	
	.0%	1.9%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	11	301	7
	Extremely important	11	174	7
		99.9%	57.8%	99.9%
	Very important	0	87	0
		.0%	29.0%	.1%
	Somewhat important	0	27	0
		.0%	9.0%	.0%
Not at all important	0	12	0	
	.0%	4.0%	.0%	
DK/NA	0	1	0	
	.0%	.2%	.0%	
5E. Search and rescue services	Total	11	301	7
	Extremely important	11	159	0

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
5E. Search and rescue services	Extremely important	52.1%	37.0%	71.5%	60.2%	30.0%	50.4%	47.7%	60.8%	35.5%
	Very important	206	5	3	1	8	33	22	5	7
		39.1%	51.8%	16.6%	7.1%	70.0%	45.3%	40.8%	23.9%	51.0%
	Somewhat important	33	1	1	4	0	0	4	0	2
		6.3%	11.2%	4.9%	32.7%	.0%	.0%	7.8%	.5%	13.5%
	Not at all important	13	0	1	0	0	3	2	3	0
	2.5%	.0%	7.0%	.0%	.0%	4.3%	3.6%	14.9%	.0%	
DK/NA	0	0	0	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
Total		527	10	18	11	12	72	53	19	14
5F. Resident pilot use for recreation	Extremely important	58	1	0	0	0	3	7	1	0
		11.1%	12.2%	.0%	.3%	.0%	4.7%	12.5%	5.3%	.3%
	Very important	120	1	4	6	8	15	17	4	9
		22.8%	10.2%	21.4%	57.3%	70.0%	20.3%	32.2%	19.0%	63.4%
	Somewhat important	156	3	4	4	0	22	11	4	1
		29.7%	29.9%	24.9%	39.1%	.0%	30.6%	20.5%	22.0%	6.9%
Not at all important	162	5	9	0	3	19	17	9	4	
	30.8%	47.7%	49.4%	3.2%	30.0%	26.1%	32.4%	47.6%	26.7%	
DK/NA	30	0	1	0	0	13	1	1	0	
	5.7%	.0%	4.2%	.0%	.0%	18.3%	2.3%	6.1%	2.6%	
Total		527	10	18	11	12	72	53	19	14
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	66	2	1	0	3	6	10	1	1
		12.4%	16.3%	7.0%	.3%	30.0%	9.0%	18.7%	3.9%	7.7%
	Very important	126	1	5	0	8	28	10	5	2
		23.9%	12.7%	26.5%	3.9%	70.0%	39.3%	18.9%	25.0%	17.5%
	Somewhat important	184	5	1	0	0	24	18	2	9
		35.0%	47.2%	6.2%	3.6%	.0%	33.3%	33.4%	9.1%	62.7%
Not at all important	132	2	9	10	0	12	13	12	1	
	25.0%	23.9%	50.7%	92.2%	.0%	16.1%	24.5%	62.0%	9.6%	
DK/NA	19	0	2	0	0	2	2	0	0	
	3.6%	.0%	9.5%	.0%	.0%	2.3%	4.5%	.0%	2.6%	

		Zip Code		
		96160	96161	96162
5E. Search and rescue services	Extremely important	99.9%	52.9%	.0%
	Very important	0	116	7
		.1%	38.5%	100.0%
	Somewhat important	0	22	0
		.0%	7.2%	.0%
	Not at all important	0	4	0
	.0%	1.3%	.0%	
DK/NA	0	0	0	
	.0%	.1%	.0%	
Total		11	301	7
5F. Resident pilot use for recreation	Extremely important	4	42	0
		37.1%	14.0%	.0%
	Very important	2	55	0
		18.2%	18.2%	.0%
	Somewhat important	0	100	7
		.0%	33.1%	99.9%
Not at all important	5	91	0	
	44.7%	30.3%	.0%	
DK/NA	0	13	0	
	.0%	4.5%	.0%	
Total		11	301	7
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0	34	7
		.0%	11.3%	99.9%
	Very important	2	64	0
		18.2%	21.3%	.0%
	Somewhat important	4	122	0
		37.1%	40.5%	.0%
Not at all important	0	73	0	
	.1%	24.2%	.0%	
DK/NA	5	8	0	
	44.7%	2.7%	.0%	

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	319	2	26	24	7	70
	Extremely important	123	2	4	8	5	38
		38.5%	80.1%	16.6%	32.1%	76.4%	54.5%
	Very important	113	0	18	14	2	22
		35.4%	.0%	69.4%	57.6%	23.6%	31.1%
	Somewhat important	59	0	1	1	0	9
		18.4%	19.9%	5.3%	2.7%	.0%	13.3%
Not at all important	21	0	2	1	0	1	
	6.6%	.0%	8.7%	3.1%	.0%	1.0%	
DK/NA	3	0	0	1	0	0	
	1.0%	.0%	.0%	4.6%	.0%	.0%	
5B. Early forest fire warning	Total	319	2	26	24	7	70
	Extremely important	178	1	8	15	1	44
		56.0%	45.1%	29.9%	61.9%	10.4%	63.5%
	Very important	103	1	16	8	2	16
		32.2%	54.8%	63.3%	33.5%	23.6%	22.3%
	Somewhat important	20	0	2	0	5	2
		6.2%	.0%	6.8%	.0%	66.0%	3.4%
Not at all important	7	0	0	0	0	0	
	2.3%	.0%	.0%	.0%	.0%	.6%	
DK/NA	11	0	0	1	0	7	
	3.3%	.0%	.0%	4.6%	.0%	10.2%	
5C. Flight instruction and training	Total	319	2	26	24	7	70
	Extremely important	59	0	3	0	0	25
		18.4%	.0%	11.5%	.0%	.0%	35.5%
	Very important	72	0	10	14	1	14
		22.6%	19.9%	37.9%	57.6%	13.3%	20.6%
	Somewhat important	102	1	8	4	5	15
		32.0%	34.9%	31.2%	17.9%	76.4%	22.0%
Not at all important	80	0	5	6	1	15	
	25.2%	10.2%	18.5%	24.5%	10.4%	21.6%	
DK/NA	6	1	0	0	0	0	
	1.8%	34.9%	.8%	.0%	.0%	.3%	
5D. Transportation for patients in need of urgent healthcare	Total	319	2	26	24	7	70
	Extremely important	192	1	9	16	5	50
		60.2%	65.0%	35.9%	66.5%	76.4%	71.6%
	Very important	87	0	14	1	2	17
		27.4%	.0%	53.3%	6.4%	23.6%	24.4%
	Somewhat important	27	1	2	6	0	2
		8.5%	34.9%	9.2%	27.2%	.0%	3.4%
Not at all important	12	0	0	0	0	0	
	3.8%	.0%	1.6%	.0%	.0%	.6%	
DK/NA	1	0	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	.0%	
5E. Search and rescue services	Total	319	2	26	24	7	70
	Extremely important	170	1	7	8	5	53

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	7	7	6	2
	Extremely important	1	0	4	1
		17.4%	5.6%	59.1%	61.0%
	Very important	3	0	2	0
		51.2%	.0%	34.4%	.0%
	Somewhat important	2	6	0	0
		31.4%	84.5%	6.4%	.0%
Not at all important	0	1	0	1	
	.0%	9.9%	.0%	39.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	
5B. Early forest fire warning	Total	7	7	6	2
	Extremely important	4	0	5	2
		67.6%	5.6%	84.7%	100.0%
	Very important	0	7	1	0
		5.6%	94.4%	8.9%	.0%
	Somewhat important	2	0	0	0
		26.8%	.0%	6.4%	.0%
Not at all important	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	
5C. Flight instruction and training	Total	7	7	6	2
	Extremely important	0	0	1	0
		.0%	.0%	19.8%	.0%
	Very important	1	0	1	0
		14.2%	5.6%	9.7%	.0%
	Somewhat important	3	6	4	0
		52.7%	84.5%	55.2%	.0%
Not at all important	2	1	1	2	
	33.1%	9.9%	15.2%	100.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	7	7	6	2
	Extremely important	4	7	5	1
		67.6%	90.1%	84.7%	61.0%
	Very important	0	1	1	1
		.0%	9.9%	8.8%	39.0%
	Somewhat important	1	0	0	0
		21.3%	.0%	6.4%	.0%
Not at all important	1	0	0	0	
	11.1%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	
5E. Search and rescue services	Total	7	7	6	2
	Extremely important	4	0	6	1

		Neighborhood					
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	13	42	24	58	26	5
	Extremely important	48.1%	34.3%	12.9%	29.1%	52.7%	87.9%
	Very important	5	13	9	17	8	0
	Somewhat important	2	13	8	12	3	0
	Not at all important	0	1	3	10	1	0
	DK/NA	0	0	0	1	1	0
		.0%	.0%	.0%	2.3%	2.4%	4.0%
		0	0	0	1	1	0
5B. Early forest fire warning	Total	13	42	24	58	26	5
	Extremely important	5	21	13	35	19	5
	Very important	6	19	4	18	5	0
	Somewhat important	1	0	6	2	0	0
	Not at all important	1	2	1	1	2	0
	DK/NA	0	0	0	2	0	0
		.0%	.0%	.0%	3.7%	.0%	4.0%
		0	0	0	2	0	0
5C. Flight instruction and training	Total	13	42	24	58	26	5
	Extremely important	0	3	8	9	6	4
	Very important	3	10	5	8	6	0
	Somewhat important	5	14	5	23	8	0
	Not at all important	5	15	4	17	6	1
	DK/NA	0	0	2	2	0	0
		.0%	.9%	8.2%	3.1%	1.6%	4.0%
		0	0	0	2	0	0
5D. Transportation for patients in need of urgent healthcare	Total	13	42	24	58	26	5
	Extremely important	6	22	12	29	18	5
	Very important	5	15	6	19	5	0
	Somewhat important	2	1	2	8	0	0
	Not at all important	0	4	3	1	2	0
	DK/NA	0	0	0	0	0	0
		.0%	.0%	1.0%	.0%	.8%	4.0%
		0	0	0	0	0	0
5E. Search and rescue services	Total	13	42	24	58	26	5
	Extremely important	7	22	11	26	15	4

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
5E. Search and rescue services	Extremely important	53.3%	45.1%	26.8%	33.0%	76.4%	75.2%
	Very important	123	1	16	16	1	14
	Somewhat important	22	0	3	0	1	3
	Not at all important	4	0	0	0	0	0
	DK/NA	0	0	0	0	0	0
		.1%	.0%	.0%	.0%	.0%	.0%
		319	2	26	24	7	70
5F. Resident pilot use for recreation	Extremely important	46	0	2	0	0	21
	Very important	57	1	3	8	0	10
	Somewhat important	107	0	9	9	5	18
	Not at all important	96	0	11	6	2	19
	DK/NA	13	0	1	0	1	2
		4.2%	.0%	2.4%	1.8%	10.4%	3.2%
		319	2	26	24	7	70
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	41	1	1	7	0	12
	Very important	126	1	10	1	2	28
	Somewhat important	126	1	10	1	2	28
	Not at all important	73	0	3	3	4	10
	DK/NA	13	0	1	5	0	0
		4.0%	.0%	5.6%	20.3%	.0%	.0%
		319	2	26	24	7	70

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
5E. Search and rescue services	Extremely important	63.0%	5.6%	87.2%	61.0%
	Very important	21.3%	94.4%	12.8%	39.0%
	Somewhat important	15.7%	.0%	.0%	.0%
	Not at all important	.0%	.0%	.0%	.0%
	DK/NA	.0%	.0%	.0%	.0%
	Total	7	7	6	2
5F. Resident pilot use for recreation	Extremely important	.0%	.0%	16.1%	.0%
	Very important	.0%	5.6%	32.6%	.0%
	Somewhat important	66.9%	84.5%	13.0%	30.5%
	Not at all important	33.1%	9.9%	38.3%	30.5%
	DK/NA	.0%	.0%	.0%	39.0%
	Total	7	7	6	2
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	14.2%	.0%	16.1%	30.5%
	Very important	15.7%	5.6%	25.7%	.0%
	Somewhat important	52.7%	84.5%	35.1%	30.5%
	Not at all important	17.4%	9.9%	23.1%	39.0%
	DK/NA	.0%	.0%	.0%	.0%
	Total	7	7	6	2

		Neighborhood					
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
5E. Search and rescue services	Extremely important	55.4%	53.3%	46.3%	44.4%	56.2%	74.1%
	Very important	37.0%	36.0%	33.3%	47.7%	35.5%	17.9%
	Somewhat important	.0%	9.7%	19.4%	4.0%	8.3%	.0%
	Not at all important	7.6%	1.0%	.0%	3.9%	.0%	4.0%
	DK/NA	.0%	.0%	1.0%	.0%	.0%	4.0%
	Total	13	42	24	58	26	5
5F. Resident pilot use for recreation	Extremely important	9.5%	3.6%	19.3%	12.5%	27.3%	.0%
	Very important	16.3%	9.1%	31.9%	19.3%	11.7%	78.1%
	Somewhat important	23.4%	59.4%	29.4%	20.7%	26.4%	.0%
	Not at all important	48.5%	27.0%	8.0%	42.2%	27.8%	17.9%
	DK/NA	2.3%	.9%	11.4%	5.4%	6.9%	4.0%
	Total	13	42	24	58	26	5
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	19.4%	4.4%	10.1%	4.5%	31.7%	.0%
	Very important	16.8%	15.7%	11.0%	14.4%	13.7%	4.0%
	Somewhat important	32.9%	52.3%	57.8%	42.2%	25.2%	13.8%
	Not at all important	30.9%	26.7%	19.4%	35.8%	29.5%	4.0%
	DK/NA	.0%	.9%	1.8%	3.1%	.0%	78.1%
	Total	13	42	24	58	26	5

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.	E	.	.	L	.
	Very important	a	.	.	a	.	.
	Somewhat important	.	.	.	a	.	a
	Not at all important	.	.	.	a	a	.
5B. Early forest fire warning	DK/NA	.	a	.	.	a	.
	Extremely important	.	E	.	.	.	.
	Very important	.	.	a	B E M N	.	.
	Somewhat important	a	a	a	a	.	a
5C. Flight instruction and training	Not at all important	a	a	.	.	.	a
	DK/NA	a	.	.	.	.	a
	Extremely important	.	.	a	.	K	.
	Very important	.	.	M	.	.	.
5D. Transportation for patients in need of urgent healthcare	Somewhat important	.	.	.	.	.	.
	Not at all important	E	.	a	a	.	a
	DK/NA	.	.	.	.	.	.
	Extremely important	.	C	.	.	.	a
5E. Search and rescue services	Very important	.	.	E	.	B C G M	.
	Somewhat important	a	E	.	.	.	.
	Not at all important	a	a	a	a	a	a
	DK/NA	a	a	a	a	a	a
5F. Resident pilot use for recreation	Extremely important	.	.	.	.	K	.
	Very important	.	.	.	a	.	.
	Somewhat important	a	.	.	.	.	.
	Not at all important	.	.	.	.	.	a
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.	.	.	.	.	.
	Extremely important	.	.	.	a	.	.
	Very important	.	.	.	.	.	.
	Somewhat important	a	.	.	.	.	.
Not at all important	.	.	.	a	a	a	
DK/NA	.	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights
		(G)	(H)	(I)	(J)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.	.	.	.
	Very important	a	.	a	.
	Somewhat important	B C E M N	.	E	a
	Not at all important	.	a	a	a
5B. Early forest fire warning	DK/NA	.	a	a	.
	Extremely important	.	.	.	.
	Very important	E L N	.	a	.
	Somewhat important	a	.	a	.
5C. Flight instruction and training	Not at all important	.	a	a	.
	DK/NA	a	a	a	a
	Extremely important	.	.	.	.
	Very important	.	.	.	.
5D. Transportation for patients in need of urgent healthcare	Somewhat important	E	.	a	.
	Not at all important	.	.	a	.
	DK/NA	.	.	.	a
	Extremely important	.	.	.	.
5E. Search and rescue services	Very important	a	.	a	.
	Somewhat important	a	a	a	.
	Not at all important	a	a	a	a
	DK/NA	.	.	.	.
5F. Resident pilot use for recreation	Extremely important	.	.	.	.
	Very important	E	a	a	a
	Somewhat important	a	a	a	.
	Not at all important	a	a	a	a
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.	.	.	.
	Extremely important	.	.	.	.
	Very important	.	.	.	.
	Somewhat important	M	.	.	.
Not at all important	a	a	.	.	
DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
		(K)	(L)	(M)	(N)	(O)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important					
	Very important					a
	Somewhat important			E		
	Not at all important					
5B. Early forest fire warning	DK/NA	a	a			
	Extremely important					
	Very important	a				a
	Somewhat important					
5C. Flight instruction and training	Not at all important	a	a		a	
	DK/NA					J K M
	Extremely important					
	Very important					a
5D. Transportation for patients in need of urgent healthcare	Somewhat important					a
	Not at all important					
	DK/NA	a		a		
	Extremely important					
5E. Search and rescue services	Very important					a
	Somewhat important				a	
	Not at all important	a		a	a	
	DK/NA					a
5F. Resident pilot use for recreation	Extremely important					E K
	Very important	E M				a
	Somewhat important					
	Not at all important					
5G. Visitor use for access to the North Lake Tahoe region	DK/NA				M	a
	Extremely important					
	Very important	C	C			
	Somewhat important					
5G. Visitor use for access to the North Lake Tahoe region	Not at all important					
	DK/NA				a	B K L M

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	19	66	142	92
	Extremely important	175	4	25	51	24
	Very important	33.1%	22.0%	37.7%	36.1%	25.9%
	Somewhat important	205	9	26	50	37
	Not at all important	39.0%	43.9%	39.3%	35.1%	39.8%
	DK/NA	98	5	8	28	20
	DK/NA	18.6%	28.0%	12.5%	19.5%	21.8%
5B. Early forest fire warning	Extremely important	44	1	7	11	11
	Very important	8.3%	6.2%	10.6%	7.8%	11.7%
	Somewhat important	6	0	0	2	1
	Not at all important	1.0%	.0%	.0%	1.6%	.7%
	DK/NA	527	19	66	142	92
	Extremely important	299	13	40	87	50
	Very important	56.7%	66.7%	60.4%	61.0%	54.0%
5C. Flight instruction and training	Somewhat important	171	5	20	42	29
	Not at all important	32.4%	28.0%	31.0%	29.6%	31.1%
	DK/NA	28	1	1	3	8
	Extremely important	5.3%	5.3%	1.4%	2.3%	8.2%
	Very important	16	0	4	2	4
	Somewhat important	3.0%	.0%	5.8%	1.3%	4.5%
	Not at all important	14	0	1	8	2
5D. Transportation for patients in need of urgent healthcare	DK/NA	2.6%	.0%	1.6%	5.8%	2.2%
	Extremely important	527	19	66	142	92
	Very important	86	5	6	31	13
	Somewhat important	16.4%	28.0%	9.6%	22.0%	14.2%
	Not at all important	116	6	9	31	13
	DK/NA	22.0%	30.4%	14.4%	21.5%	13.7%
	DK/NA	170	8	28	46	38
5E. Search and rescue services	Extremely important	32.2%	40.5%	42.1%	32.6%	40.7%
	Very important	140	0	21	33	27
	Somewhat important	26.6%	.0%	32.7%	22.9%	29.5%
	Not at all important	15	0	1	1	2
	DK/NA	2.8%	1.1%	1.1%	1.0%	1.8%
	Extremely important	527	19	66	142	92
	Very important	313	15	31	95	48
5F. Resident pilot use for recreation	Somewhat important	59.4%	77.7%	47.7%	66.5%	52.3%
	Not at all important	152	3	24	31	28
	DK/NA	28.8%	13.3%	36.4%	21.7%	30.7%
	Extremely important	32	2	5	12	6
	Very important	6.1%	9.0%	7.2%	8.7%	6.0%
	Somewhat important	25	0	4	3	10
	Not at all important	4.7%	.0%	5.8%	2.1%	10.5%
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	5	0	2	1	0
	Extremely important	.9%	.0%	3.0%	.9%	.5%
	Very important	527	19	66	142	92
	Somewhat important	274	8	31	98	36
	Not at all important					
	DK/NA					
	DK/NA					

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	81	48	76	3
	Extremely important	26	8	34	3
		32.3%	15.7%	44.6%	100.0%
	Very important	41	19	24	0
		51.4%	39.5%	31.8%	.0%
	Somewhat important	11	15	10	0
		13.9%	30.6%	13.8%	.0%
Not at all important	1	7	6	0	
	1.3%	13.8%	7.9%	.0%	
DK/NA	1	0	1	0	
	1.2%	.4%	1.9%	.0%	
5B. Early forest fire warning	Total	81	48	76	3
	Extremely important	38	27	41	3
		46.8%	57.1%	54.6%	100.0%
	Very important	35	14	25	0
		43.9%	28.9%	32.9%	.0%
	Somewhat important	8	3	5	0
		9.3%	5.8%	6.7%	.0%
Not at all important	0	2	4	0	
	.0%	4.3%	4.9%	.0%	
DK/NA	0	2	1	0	
	.0%	3.9%	1.0%	.0%	
5C. Flight instruction and training	Total	81	48	76	3
	Extremely important	12	4	12	3
		14.9%	7.3%	15.3%	100.0%
	Very important	26	9	22	0
		32.8%	18.9%	29.1%	.0%
	Somewhat important	20	10	20	0
		24.3%	21.3%	27.1%	.0%
Not at all important	16	24	19	0	
	20.1%	49.1%	25.2%	.0%	
DK/NA	6	2	3	0	
	7.9%	3.4%	3.4%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	81	48	76	3
	Extremely important	49	28	43	3
		61.1%	58.7%	57.3%	100.0%
	Very important	28	16	23	0
		34.3%	32.9%	30.2%	.0%
	Somewhat important	1	2	5	0
	1.1%	3.5%	6.6%	.0%	
Not at all important	3	2	4	0	
	3.5%	4.5%	4.6%	.0%	
DK/NA	0	0	1	0	
	.0%	.4%	1.3%	.0%	
5E. Search and rescue services	Total	81	48	76	3
	Extremely important	42	20	38	0

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
5E. Search and rescue services	Extremely important	52.1%	41.3%	47.9%	69.0%	39.5%
		206	10	30	36	45
	Very important	39.1%	53.4%	46.0%	25.3%	49.2%
		33	1	1	7	7
	Somewhat important	6.3%	5.3%	1.8%	5.1%	7.7%
		13	0	3	1	3
	2.5%	.0%	4.3%	.7%	3.1%	
Not at all important	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.5%	
DK/NA						
5F. Resident pilot use for recreation	Total	527	19	66	142	92
	Extremely important	58	0	3	13	8
		11.1%	2.1%	5.0%	9.1%	8.6%
	Very important	120	9	9	47	14
		22.8%	48.5%	13.0%	33.1%	14.7%
	Somewhat important	156	7	20	42	36
	29.7%	34.7%	31.1%	29.6%	38.9%	
Not at all important	162	2	33	37	32	
	30.8%	10.3%	49.8%	25.7%	34.5%	
DK/NA	30	1	1	3	3	
	5.7%	4.3%	1.1%	2.4%	3.3%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	19	66	142	92
	Extremely important	66	3	2	17	10
		12.4%	17.0%	3.8%	12.0%	10.7%
	Very important	126	2	15	31	21
		23.9%	11.2%	23.2%	21.7%	22.8%
	Somewhat important	184	11	29	56	34
	35.0%	56.8%	44.2%	39.7%	36.3%	
Not at all important	132	3	16	29	26	
	25.0%	15.1%	24.8%	20.4%	27.9%	
DK/NA	19	0	3	9	2	
	3.6%	.0%	4.1%	6.2%	2.2%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
5E. Search and rescue services	Extremely important	52.6%	41.5%	50.4%	.0%
	Very important	37.2%	44.8%	38.9%	100.0%
	Somewhat important	8	4	4	0
	Not at all important	10.2%	8.3%	5.9%	.0%
	DK/NA	0	0	0	0
	Total	81	48	76	3
5F. Resident pilot use for recreation	Extremely important	16	4	14	0
	Very important	19.9%	7.6%	18.4%	.0%
	Somewhat important	18	1	19	3
	Not at all important	22.6%	1.2%	25.7%	100.0%
	DK/NA	22	19	11	0
	Total	26.7%	39.9%	13.9%	.0%
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	17	20	22	0
	Very important	21.5%	40.8%	29.5%	.0%
	Somewhat important	7	5	10	0
	Not at all important	9.3%	10.5%	12.5%	.0%
	DK/NA	81	48	76	3
	Total	8	10	15	0
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	9.8%	20.9%	19.6%	.0%
	Very important	27	9	18	3
	Somewhat important	33.2%	19.7%	23.2%	100.0%
	Not at all important	25	14	15	0
	DK/NA	30.9%	29.7%	20.1%	.0%
	Total	20	12	26	0
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	24.4%	25.4%	34.3%	.0%
	Very important	1	2	2	0
	Somewhat important	1.7%	4.3%	2.7%	.0%
	Not at all important				
	DK/NA				
	Total				

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
	Somewhat important				
	Not at all important	a	a		
	DK/NA	.	.		
5B. Early forest fire warning	Extremely important				
	Very important				
	Somewhat important	a			
	Not at all important	a			
	DK/NA	.			
5C. Flight instruction and training	Extremely important				
	Very important				
	Somewhat important	a			
	Not at all important	.			
	DK/NA	.			
5D. Transportation for patients in need of urgent healthcare	Extremely important				
	Very important				
	Somewhat important	a			
	Not at all important	a			
	DK/NA	.			
5E. Search and rescue services	Extremely important			D F	
	Very important				C
	Somewhat important	a			
	Not at all important	a	a	a	
	DK/NA	.	.	.	
5F. Resident pilot use for recreation	Extremely important	B D F		B D F	
	Very important				
	Somewhat important		A C E		G
	Not at all important				
	DK/NA				
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				
	Very important		G		
	Somewhat important	G			
	Not at all important	a			
	DK/NA	.			

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			F	a
	Very important				a
	Somewhat important				a
	Not at all important				a
	DK/NA				a
5B. Early forest fire warning	Extremely important				a
	Very important				a
	Somewhat important	a			a
	Not at all important	a			a
	DK/NA	a			a
5C. Flight instruction and training	Extremely important				a
	Very important				a
	Somewhat important		C E		a
	Not at all important				a
	DK/NA				a
5D. Transportation for patients in need of urgent healthcare	Extremely important				a
	Very important				a
	Somewhat important				a
	Not at all important	a			a
	DK/NA	a			a
5E. Search and rescue services	Extremely important				a
	Very important				a
	Somewhat important	a			a
	Not at all important	a			a
	DK/NA	a			a
5F. Resident pilot use for recreation	Extremely important			F	a
	Very important	F			a
	Somewhat important		G		a
	Not at all important				a
	DK/NA				a
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				a
	Very important				a
	Somewhat important				a
	Not at all important				a
	DK/NA				a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	154	369	4
	Extremely important	175	42	131	1
	Very important	205	68	134	3
	Somewhat important	98	32	65	0
	Not at all important	44	8	35	0
	DK/NA	6	2	3	0
			39.0%	44.5%	36.4%	59.4%
5B. Early forest fire warning	Total	527	154	369	4
	Extremely important	299	85	212	1
	Very important	171	57	112	3
	Somewhat important	28	6	22	1
	Not at all important	16	4	12	0
	DK/NA	14	2	12	0
			56.7%	55.4%	57.5%	32.4%
5C. Flight instruction and training	Total	527	154	369	4
	Extremely important	86	28	59	0
	Very important	116	40	74	3
	Somewhat important	170	50	119	0
	Not at all important	140	35	105	1
	DK/NA	15	1	12	1
			16.4%	17.9%	16.0%	.0%
5D. Transportation for patients in need of urgent healthcare	Total	527	154	369	4
	Extremely important	313	107	205	1
	Very important	152	34	115	3
	Somewhat important	32	7	25	0
	Not at all important	25	3	22	0
	DK/NA	5	3	1	0
			59.4%	69.5%	55.5%	32.4%
5E. Search and rescue services	Total	527	154	369	4
	Extremely important	274	85	189	1

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
5E. Search and rescue services	Extremely important	52.1%	55.0%	51.3%	16.2%
		206	61	141	4
	Very important	39.1%	39.6%	38.3%	83.8%
		33	4	29	0
	Somewhat important	6.3%	2.7%	7.9%	.0%
		13	4	9	0
	Not at all important	2.5%	2.5%	2.5%	.0%
		0	0	0	0
	DK/NA	.1%	.1%	.1%	.0%
Total		527	154	369	4
5F. Resident pilot use for recreation	Extremely important	11.1%	6.0%	13.3%	.0%
		58	9	49	0
	Very important	22.8%	17.9%	24.2%	72.0%
		120	28	89	3
	Somewhat important	29.7%	34.3%	28.0%	8.2%
		156	53	103	0
	Not at all important	30.8%	35.8%	28.8%	19.8%
		162	55	106	1
	DK/NA	5.7%	6.0%	5.7%	.0%
		30	9	21	0
Total		527	154	369	4
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	12.4%	8.1%	14.4%	.0%
		66	13	53	0
	Very important	23.9%	23.1%	23.9%	55.8%
		126	36	88	3
	Somewhat important	35.0%	38.7%	33.3%	44.2%
		184	60	123	2
	Not at all important	25.0%	24.3%	25.7%	.0%
		132	37	95	0
	DK/NA	3.6%	5.8%	2.7%	.0%
		19	9	10	0

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			
	Very important			
	Somewhat important			a
	Not at all important			a
	DK/NA			.
5B. Early forest fire warning	Extremely important			
	Very important			
	Somewhat important			a
	Not at all important			a
	DK/NA			a
5C. Flight instruction and training	Extremely important			
	Very important			
	Somewhat important			
	Not at all important			A
	DK/NA			
5D. Transportation for patients in need of urgent healthcare	Extremely important	B		
	Very important			
	Somewhat important		A	a
	Not at all important			a
	DK/NA	B		a
5E. Search and rescue services	Extremely important			
	Very important			
	Somewhat important		A	a
	Not at all important			a
	DK/NA			a
5F. Resident pilot use for recreation	Extremely important		A	
	Very important			A
	Somewhat important			
	Not at all important			a
	DK/NA			.
5G. Visitor use for access to the North Lake Tahoe region	Extremely important		A	
	Very important			
	Somewhat important			
	Not at all important			a
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	369	365	3
	Extremely important	131	130	0
		35.5%	35.7%	13.0%
	Very important	134	133	1
		36.4%	36.5%	30.0%
	Somewhat important	65	65	1
		17.7%	17.7%	19.4%
Not at all important	35	34	1	
	9.6%	9.3%	37.7%	
DK/NA	3	3	0	
	.8%	.8%	.0%	
5B. Early forest fire warning	Total	369	365	3
	Extremely important	212	210	2
		57.5%	57.4%	70.0%
	Very important	112	111	1
		30.3%	30.3%	30.0%
	Somewhat important	22	22	0
		5.9%	5.9%	.0%
Not at all important	12	12	0	
	3.2%	3.2%	.0%	
DK/NA	12	12	0	
	3.1%	3.2%	.0%	
5C. Flight instruction and training	Total	369	365	3
	Extremely important	59	59	0
		16.0%	16.1%	.0%
	Very important	74	73	1
		20.0%	19.8%	37.7%
	Somewhat important	119	118	1
		32.3%	32.3%	39.5%
Not at all important	105	104	1	
	28.4%	28.4%	22.8%	
DK/NA	12	12	0	
	3.3%	3.4%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	369	365	3
	Extremely important	205	202	2
		55.5%	55.4%	77.2%
	Very important	115	114	1
		31.3%	31.3%	22.8%
	Somewhat important	25	25	0
	6.8%	6.9%	.0%	
Not at all important	22	22	0	
	6.0%	6.1%	.0%	
DK/NA	1	1	0	
	.4%	.4%	.0%	
5E. Search and rescue services	Total	369	365	3
	Extremely important	189	188	1

		Prime/Secondary Residence		
		Total	Primary home	Second home
5E. Search and rescue services	Extremely important	51.3%	51.4%	39.5%
	Very important	141	139	2
		38.3%	38.1%	60.5%
	Somewhat important	29	29	0
		7.9%	7.9%	.0%
	Not at all important	9	9	0
	2.5%	2.5%	.0%	
DK/NA	0	0	0	
	.1%	.1%	.0%	
5F. Resident pilot use for recreation	Total	369	365	3
	Extremely important	49	49	0
		13.3%	13.3%	13.0%
	Very important	89	89	1
		24.2%	24.2%	19.4%
	Somewhat important	103	102	1
	28.0%	27.9%	37.7%	
Not at all important	106	105	1	
	28.8%	28.8%	30.0%	
DK/NA	21	21	0	
	5.7%	5.7%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	369	365	3
	Extremely important	53	53	0
		14.4%	14.4%	13.0%
	Very important	88	88	0
		23.9%	24.0%	7.1%
	Somewhat important	123	121	2
	33.3%	33.1%	57.0%	
Not at all important	95	94	1	
	25.7%	25.7%	22.8%	
DK/NA	10	10	0	
	2.7%	2.8%	.0%	

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		
	DK/NA		a
5B. Early forest fire warning	Extremely important		
	Very important		a
	Somewhat important		a
	Not at all important		a
	DK/NA		a
5C. Flight instruction and training	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.
5D. Transportation for patients in need of urgent healthcare	Extremely important		
	Very important		a
	Somewhat important		a
	Not at all important		a
	DK/NA		a
5E. Search and rescue services	Extremely important		
	Very important		a
	Somewhat important		a
	Not at all important		a
	DK/NA		.
5F. Resident pilot use for recreation	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.
5G. Visitor use for access to the North Lake Tahoe region	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	2	2	8	397
	Extremely important	175	0	0	1	137
		33.1%	.0%	.0%	13.1%	34.4%
	Very important	205	2	1	5	154
		39.0%	100.0%	59.9%	60.2%	38.8%
	Somewhat important	98	0	1	1	68
		18.6%	.0%	40.1%	11.8%	17.2%
	Not at all important	44	0	0	1	32
	8.3%	.0%	.0%	15.0%	8.2%	
DK/NA	6	0	0	0	6	
	1.0%	.0%	.0%	.0%	1.4%	
5B. Early forest fire warning	Total	527	2	2	8	397
	Extremely important	299	0	1	7	224
		56.7%	.0%	40.1%	88.2%	56.4%
	Very important	171	2	1	1	128
		32.4%	100.0%	59.9%	11.7%	32.3%
	Somewhat important	28	0	0	0	26
		5.3%	.0%	.0%	.0%	6.7%
	Not at all important	16	0	0	0	12
	3.0%	.0%	.0%	.0%	3.0%	
DK/NA	14	0	0	0	7	
	2.6%	.0%	.0%	.0%	1.7%	
5C. Flight instruction and training	Total	527	2	2	8	397
	Extremely important	86	0	0	2	56
		16.4%	.0%	.0%	30.3%	14.2%
	Very important	116	0	0	1	82
		22.0%	.0%	.0%	15.0%	20.6%
	Somewhat important	170	0	1	1	136
		32.2%	.0%	40.1%	17.4%	34.3%
	Not at all important	140	2	1	2	110
	26.6%	100.0%	59.9%	24.8%	27.6%	
DK/NA	15	0	0	1	13	
	2.8%	.0%	.0%	12.5%	3.3%	
5D. Transportation for patients in need of urgent healthcare	Total	527	2	2	8	397
	Extremely important	313	0	0	5	225
		59.4%	.0%	.0%	58.0%	56.6%
	Very important	152	2	2	3	121
		28.8%	100.0%	100.0%	42.0%	30.6%
	Somewhat important	32	0	0	0	25
		6.1%	.0%	.0%	.0%	6.4%
	Not at all important	25	0	0	0	21
	4.7%	.0%	.0%	.0%	5.4%	
DK/NA	5	0	0	0	4	
	.9%	.0%	.0%	.0%	1.0%	
5E. Search and rescue services	Total	527	2	2	8	397
	Extremely important	274	0	0	3	208

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	96	1	1	7	14
	Extremely important	25	1	0	4	7
		26.4%	100.0%	23.8%	54.2%	48.2%
	Very important	39	0	1	2	2
		41.0%	.0%	76.1%	21.6%	16.4%
	Somewhat important	26	0	0	2	1
		26.6%	.0%	.0%	24.2%	5.5%
Not at all important	6	0	0	0	4	
	6.0%	.0%	.1%	.0%	29.8%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
5B. Early forest fire warning	Total	96	1	1	7	14
	Extremely important	58	1	1	1	7
		60.1%	100.0%	52.5%	18.8%	50.9%
	Very important	32	0	0	5	1
		33.5%	.0%	23.7%	74.3%	9.4%
	Somewhat important	0	0	0	1	1
		.0%	.0%	.0%	6.9%	8.1%
Not at all important	0	0	0	0	4	
	.0%	.0%	.1%	.0%	26.1%	
DK/NA	6	0	0	0	1	
	6.4%	.0%	23.7%	.0%	5.5%	
5C. Flight instruction and training	Total	96	1	1	7	14
	Extremely important	24	1	0	1	2
		25.1%	100.0%	.1%	15.9%	13.8%
	Very important	31	0	1	1	1
		32.2%	.0%	52.3%	10.4%	6.0%
	Somewhat important	23	0	0	4	4
		24.3%	.0%	.1%	54.8%	30.8%
Not at all important	18	0	1	1	7	
	18.4%	.0%	47.5%	18.8%	46.8%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	2.7%	
5D. Transportation for patients in need of urgent healthcare	Total	96	1	1	7	14
	Extremely important	70	1	0	6	7
		72.9%	100.0%	23.9%	82.7%	49.7%
	Very important	20	0	1	1	2
		20.5%	.0%	76.0%	17.3%	16.5%
	Somewhat important	6	0	0	0	0
	6.6%	.0%	.0%	.0%	1.1%	
Not at all important	0	0	0	0	4	
	.0%	.0%	.1%	.0%	25.6%	
DK/NA	0	0	0	0	1	
	.0%	.0%	.0%	.0%	7.1%	
5E. Search and rescue services	Total	96	1	1	7	14
	Extremely important	51	1	1	5	7

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
5E. Search and rescue services	Extremely important	52.1%	.0%	.0%	34.3%	52.4%
	Very important	206	2	2	5	149
		39.1%	100.0%	100.0%	65.7%	37.6%
	Somewhat important	33	0	0	0	30
		6.3%	.0%	.0%	.0%	7.6%
	Not at all important	13	0	0	0	9
	2.5%	.0%	.0%	.0%	2.4%	
DK/NA	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.1%	
5F. Resident pilot use for recreation	Total	527	2	2	8	397
	Extremely important	58	0	0	0	35
		11.1%	.0%	.0%	.0%	8.9%
	Very important	120	2	0	0	86
		22.8%	100.0%	.0%	.0%	21.6%
	Somewhat important	156	0	1	6	132
	29.7%	.0%	59.9%	75.8%	33.2%	
Not at all important	162	0	1	1	123	
	30.8%	.0%	40.1%	11.8%	31.0%	
DK/NA	30	0	0	1	21	
	5.7%	.0%	.0%	12.5%	5.3%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	2	2	8	397
	Extremely important	66	0	0	0	41
		12.4%	.0%	.0%	.0%	10.4%
	Very important	126	2	0	1	87
		23.9%	100.0%	.0%	8.7%	22.0%
	Somewhat important	184	0	1	7	143
	35.0%	.0%	59.9%	91.3%	36.1%	
Not at all important	132	0	1	0	111	
	25.0%	.0%	40.1%	.0%	28.0%	
DK/NA	19	0	0	0	14	
	3.6%	.0%	.0%	.0%	3.5%	

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
5E. Search and rescue services	Extremely important	53.0%	100.0%	52.4%	64.6%	49.7%
	Very important	45	0	0	2	1
		47.0%	.0%	.1%	28.5%	8.7%
	Somewhat important	0	0	1	1	2
		.0%	.0%	47.4%	6.9%	14.4%
	Not at all important	0	0	0	0	4
	.0%	.0%	.0%	.0%	25.6%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.1%	.0%	1.6%	
	Total	96	1	1	7	14
5F. Resident pilot use for recreation	Extremely important	22	0	0	1	0
		22.6%	.0%	.0%	15.9%	.0%
	Very important	25	0	0	5	3
		25.6%	.0%	23.7%	68.8%	19.2%
	Somewhat important	13	0	0	1	3
		13.9%	.0%	.0%	15.3%	23.5%
Not at all important	29	1	1	0	8	
	30.2%	100.0%	47.7%	.0%	54.5%	
DK/NA	7	0	0	0	0	
	7.7%	.0%	28.6%	.0%	2.7%	
	Total	96	1	1	7	14
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	19	0	0	3	3
		19.4%	.0%	.0%	36.0%	22.2%
	Very important	33	0	1	1	2
		34.4%	.0%	52.4%	10.5%	15.7%
	Somewhat important	29	1	0	1	3
		29.8%	100.0%	23.8%	8.4%	20.1%
Not at all important	11	0	0	3	6	
	11.4%	.0%	23.8%	45.2%	39.3%	
DK/NA	5	0	0	0	0	
	5.0%	.0%	.0%	.0%	2.7%	

Comparisons of Column Proportions^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,b	a,b			
	Very important	a,b	a			
	Somewhat important	a,b	a			
	Not at all important	a,b	a,b			.b
	DK/NA	a,b	a	.b		.b
5B. Early forest fire warning	Extremely important	a,b	a			
	Very important	a,b	a			
	Somewhat important	a,b	a,b		.b	.b
	Not at all important	a,b	a,b		.b	D
	DK/NA	a,b	a,b	.b		
5C. Flight instruction and training	Extremely important	a,b	a,b			
	Very important	a,b	a			
	Somewhat important	a,b	a			
	Not at all important	a,b	a,b			.b
	DK/NA	a,b	a,b			D
5D. Transportation for patients in need of urgent healthcare	Extremely important	a,b	a,b			
	Very important	a,b	a,b			
	Somewhat important	a,b	a,b	.b		.b
	Not at all important	a,b	a,b	.b		.b
	DK/NA	a,b	a,b			
5E. Search and rescue services	Extremely important	a,b	a,b			
	Very important	a,b	a,b			
	Somewhat important	a,b	a,b	.b		.b
	Not at all important	a,b	a,b	.b		.b
	DK/NA	a,b	a,b	.b		.b
5F. Resident pilot use for recreation	Extremely important	a,b	a,b	.b		D
	Very important	a,b	a,b	.b		
	Somewhat important	a,b	a	E	E	
	Not at all important	a,b	a			
	DK/NA	a,b	a,b			
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	a,b	a,b	.b		
	Very important	a,b	a,b			
	Somewhat important	a,b	a	DEHI		
	Not at all important	a,b	a		E	
	DK/NA	a,b	a,b			

Comparisons of Column Proportions^{c,d}

		Ethnic Group				DK/NA
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races		
		(F)	(G)	(H)	(I)	
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,b	a			
	Very important	a,b	a			
	Somewhat important	a,b	a,b			
	Not at all important	a,b	a	.b	DE	
5B. Early forest fire warning	Extremely important	a,b	a			
	Very important	a,b	a	I		
	Somewhat important	a,b	a,b			
	Not at all important	a,b	a	.b	D	
5C. Flight instruction and training	Extremely important	a,b	a			
	Very important	a,b	a			
	Somewhat important	a,b	a			
	Not at all important	a,b	a			
5D. Transportation for patients in need of urgent healthcare	Extremely important	a,b	a,b	.b		
	Very important	a,b	a	.b	D	
	Somewhat important	a,b	a,b	.b	D	
	Not at all important	a,b	a			
5E. Search and rescue services	Extremely important	a,b	a			
	Very important	a,b	a			
	Somewhat important	a,b	a,b	.b	D	
	Not at all important	a,b	a	.b		
5F. Resident pilot use for recreation	Extremely important	a,b	a			
	Very important	a,b	a	D		
	Somewhat important	a,b	a,b			
	Not at all important	a,b	a	.b		
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	a,b	a			
	Very important	a,b	a			
	Somewhat important	a,b	a			
	Not at all important	a,b	a,b	.b	E	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	287	279	9
	Extremely important	104	102	3
		36.3%	36.6%	29.0%
	Very important	105	102	3
		36.5%	36.5%	37.5%
	Somewhat important	56	54	2
		19.5%	19.4%	23.0%
5B. Early forest fire warning	Not at all important	20	19	1
		6.8%	6.7%	10.4%
	DK/NA	2	2	0
		.8%	.9%	.0%
	Total	287	279	9
	Extremely important	155	148	7
		54.0%	53.3%	76.2%
5C. Flight instruction and training	Very important	97	97	0
		33.8%	34.7%	4.1%
	Somewhat important	19	18	2
		6.8%	6.4%	19.6%
	Not at all important	5	5	0
		1.9%	2.0%	.0%
	DK/NA	10	10	0
	3.6%	3.7%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	287	279	9
	Extremely important	48	48	0
		16.8%	17.4%	.0%
	Very important	66	65	1
		23.1%	23.5%	10.4%
	Somewhat important	94	91	3
		32.7%	32.5%	38.6%
5E. Search and rescue services	Not at all important	73	69	5
		25.6%	24.8%	50.9%
	DK/NA	5	5	0
		1.8%	1.9%	.0%
	Total	287	279	9
	Extremely important	169	163	6
		58.8%	58.5%	65.8%
5D. Transportation for patients in need of urgent healthcare	Very important	82	81	1
		28.6%	29.1%	10.4%
	Somewhat important	27	25	1
		9.3%	9.1%	15.6%
	Not at all important	9	9	1
		3.3%	3.1%	8.1%
	DK/NA	0	0	0
	.1%	.1%	.0%	
5E. Search and rescue services	Total	287	279	9
	Extremely important	151	146	6

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
5E. Search and rescue services	Extremely important	52.7%	52.3%	62.5%
	Very important	113 39.2%	110 39.7%	2 26.0%
	Somewhat important	19 6.7%	18 6.6%	1 11.5%
	Not at all important	4 1.3%	4 1.3%	0 .0%
	DK/NA	0 .1%	0 .1%	0 .0%
	Total	287	279	9
5F. Resident pilot use for recreation	Extremely important	39 13.5%	39 13.9%	0 .0%
	Very important	49 17.2%	49 17.8%	0 .0%
	Somewhat important	100 34.7%	95 34.0%	5 57.2%
	Not at all important	88 30.6%	85 30.5%	3 32.4%
	DK/NA	11 4.0%	10 3.8%	1 10.4%
	Total	287	279	9
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	33 11.4%	31 11.2%	2 18.5%
	Very important	62 21.7%	61 22.0%	1 11.5%
	Somewhat important	119 41.3%	114 41.1%	4 46.8%
	Not at all important	65 22.6%	63 22.6%	2 23.2%
	DK/NA	9 3.1%	9 3.2%	0 .0%
	Total	287	279	9

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.
5B. Early forest fire warning	Extremely important		
	Very important		
	Somewhat important		a
	Not at all important		a
	DK/NA		a
5C. Flight instruction and training	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.
5D. Transportation for patients in need of urgent healthcare	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.
5E. Search and rescue services	Extremely important		
	Very important		
	Somewhat important		a
	Not at all important		a
	DK/NA		a
5F. Resident pilot use for recreation	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		
	DK/NA		.
5G. Visitor use for access to the North Lake Tahoe region	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		a
	DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	287	2	26	24	7	70
	Extremely important	104	2	4	8	5	38
		36.3%	80.1%	16.6%	32.1%	76.4%	54.5%
	Very important	105	0	18	14	2	22
		36.5%	.0%	69.4%	57.6%	23.6%	31.1%
	Somewhat important	56	0	1	1	0	9
		19.5%	19.9%	5.3%	2.7%	.0%	13.3%
Not at all important	20	0	2	1	0	1	
	6.8%	.0%	8.7%	3.1%	.0%	1.0%	
DK/NA	2	0	0	1	0	0	
	.8%	.0%	.0%	4.6%	.0%	.0%	
5B. Early forest fire warning	Total	287	2	26	24	7	70
	Extremely important	155	1	8	15	1	44
		54.0%	45.1%	29.9%	61.9%	10.4%	63.5%
	Very important	97	1	16	8	2	16
		33.8%	54.8%	63.3%	33.5%	23.6%	22.3%
	Somewhat important	19	0	2	0	5	2
		6.8%	.0%	6.8%	.0%	66.0%	3.4%
Not at all important	5	0	0	0	0	0	
	1.9%	.0%	.0%	.0%	.0%	.6%	
DK/NA	10	0	0	1	0	7	
	3.6%	.0%	.0%	4.6%	.0%	10.2%	
5C. Flight instruction and training	Total	287	2	26	24	7	70
	Extremely important	48	0	3	0	0	25
		16.8%	.0%	11.5%	.0%	.0%	35.5%
	Very important	66	0	10	14	1	14
		23.1%	19.9%	37.9%	57.6%	13.3%	20.6%
	Somewhat important	94	1	8	4	5	15
		32.7%	34.9%	31.2%	17.9%	76.4%	22.0%
Not at all important	73	0	5	6	1	15	
	25.6%	10.2%	18.5%	24.5%	10.4%	21.6%	
DK/NA	5	1	0	0	0	0	
	1.8%	34.9%	.8%	.0%	.0%	.3%	
5D. Transportation for patients in need of urgent healthcare	Total	287	2	26	24	7	70
	Extremely important	169	1	9	16	5	50
		58.8%	65.0%	35.9%	66.5%	76.4%	71.6%
	Very important	82	0	14	1	2	17
		28.6%	.0%	53.3%	6.4%	23.6%	24.4%
	Somewhat important	27	1	2	6	0	2
		9.3%	34.9%	9.2%	27.2%	.0%	3.4%
Not at all important	9	0	0	0	0	0	
	3.3%	.0%	1.6%	.0%	.0%	.6%	
DK/NA	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.0%	
5E. Search and rescue services	Total	287	2	26	24	7	70
	Extremely important	151	1	7	8	5	53

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	7	6	13	42	24
	Extremely important	0	4	6	14	3
		5.6%	59.1%	48.1%	34.3%	12.9%
	Very important	0	2	5	13	9
		.0%	34.4%	36.7%	31.1%	39.1%
	Somewhat important	6	0	2	13	8
		84.5%	6.4%	15.2%	32.4%	35.8%
Not at all important	1	0	0	1	3	
	9.9%	.0%	.0%	2.2%	12.3%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
5B. Early forest fire warning	Total	7	6	13	42	24
	Extremely important	0	5	5	21	13
		5.6%	84.7%	40.3%	50.3%	53.5%
	Very important	7	1	6	19	4
		94.4%	8.9%	44.4%	44.7%	17.9%
	Somewhat important	0	0	1	0	6
		.0%	6.4%	7.6%	.0%	24.7%
Not at all important	0	0	1	2	1	
	.0%	.0%	7.6%	5.0%	3.9%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
5C. Flight instruction and training	Total	7	6	13	42	24
	Extremely important	0	1	0	3	8
		.0%	19.8%	3.1%	6.6%	31.9%
	Very important	0	1	3	10	5
		5.6%	9.7%	20.9%	23.2%	21.7%
	Somewhat important	6	4	5	14	5
		84.5%	55.2%	40.1%	32.8%	22.4%
Not at all important	1	1	5	15	4	
	9.9%	15.2%	35.9%	36.5%	15.9%	
DK/NA	0	0	0	0	2	
	.0%	.0%	.0%	.9%	8.2%	
5D. Transportation for patients in need of urgent healthcare	Total	7	6	13	42	24
	Extremely important	7	5	6	22	12
		90.1%	84.7%	45.1%	53.2%	49.0%
	Very important	1	1	5	15	6
		9.9%	8.8%	39.7%	36.6%	26.3%
	Somewhat important	0	0	2	1	2
		.0%	6.4%	15.3%	1.8%	9.2%
Not at all important	0	0	0	4	3	
	.0%	.0%	.0%	8.4%	14.6%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	1.0%	
5E. Search and rescue services	Total	7	6	13	42	24
	Extremely important	0	6	7	22	11

		Vicinity of Airport	
		Tahoe Donner	Not in Area
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	58	9
	Extremely important	17	3
		29.1%	29.0%
	Very important	17	3
		30.3%	37.5%
	Somewhat important	12	2
		20.3%	23.0%
Not at all important	10	1	
	17.9%	10.4%	
DK/NA	1	0	
	2.3%	.0%	
5B. Early forest fire warning	Total	58	9
	Extremely important	35	7
		60.9%	76.2%
	Very important	18	0
		30.8%	4.1%
	Somewhat important	2	2
		2.9%	19.6%
Not at all important	1	0	
	1.7%	.0%	
DK/NA	2	0	
	3.7%	.0%	
5C. Flight instruction and training	Total	58	9
	Extremely important	9	0
		14.9%	.0%
	Very important	8	1
		13.5%	10.4%
	Somewhat important	23	3
		39.3%	38.6%
Not at all important	17	5	
	29.2%	50.9%	
DK/NA	2	0	
	3.1%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	58	9
	Extremely important	29	6
		51.0%	65.8%
	Very important	19	1
		33.2%	10.4%
	Somewhat important	8	1
	14.1%	15.6%	
Not at all important	1	1	
	1.6%	8.1%	
DK/NA	0	0	
	.0%	.0%	
5E. Search and rescue services	Total	58	9
	Extremely important	26	6

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
5E. Search and rescue services	Extremely important	52.7%	45.1%	26.8%	33.0%	76.4%	75.2%
	Very important	113	1	16	16	1	14
		39.2%	54.9%	61.1%	66.9%	10.4%	20.0%
	Somewhat important	19	0	3	0	1	3
		6.7%	.0%	12.0%	.0%	13.3%	4.8%
	Not at all important	4	0	0	0	0	0
		1.3%	.0%	.0%	.0%	.0%	.0%
DK/NA	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.0%	
5F. Resident pilot use for recreation	Total	287	2	26	24	7	70
	Extremely important	39	0	2	0	0	21
		13.5%	19.9%	6.4%	.0%	.0%	30.3%
	Very important	49	1	3	8	0	10
		17.2%	69.9%	12.0%	33.5%	.0%	14.2%
	Somewhat important	100	0	9	9	5	18
		34.7%	.0%	36.4%	38.1%	66.0%	25.7%
Not at all important	88	0	11	6	2	19	
	30.6%	10.2%	42.7%	26.7%	23.6%	26.6%	
DK/NA	11	0	1	0	1	2	
	4.0%	.0%	2.4%	1.8%	10.4%	3.2%	
5G. Visitor use for access to the North Lake Tahoe region	Total	287	2	26	24	7	70
	Extremely important	33	1	1	7	0	12
		11.4%	34.9%	3.2%	31.3%	.0%	16.8%
	Very important	62	0	10	7	2	20
		21.7%	19.9%	39.4%	28.9%	23.6%	29.3%
	Somewhat important	119	1	10	1	2	28
		41.3%	45.1%	38.5%	5.5%	23.6%	40.0%
Not at all important	65	0	3	3	4	10	
	22.6%	.0%	13.3%	14.0%	52.7%	13.9%	
DK/NA	9	0	1	5	0	0	
	3.1%	.0%	5.6%	20.3%	.0%	.0%	

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
5E. Search and rescue services	Extremely important	5.6%	87.2%	55.4%	53.3%	46.3%
		7	1	5	15	8
	Very important	94.4%	12.8%	37.0%	36.0%	33.3%
		0	0	0	4	5
	Somewhat important	.0%	.0%	.0%	9.7%	19.4%
		0	0	1	0	0
5F. Resident pilot use for recreation	Not at all important	.0%	.0%	7.6%	1.0%	.0%
		0	0	0	0	0
	DK/NA	.0%	.0%	.0%	.0%	1.0%
		7	6	13	42	24
	Total	0	1	1	1	5
		.0%	16.1%	9.5%	3.6%	19.3%
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0	2	2	4	8
		5.6%	32.6%	16.3%	9.1%	31.9%
	Very important	6	1	3	25	7
		84.5%	13.0%	23.4%	59.4%	29.4%
	Somewhat important	1	2	7	11	2
		9.9%	38.3%	48.5%	27.0%	8.0%
5E. Search and rescue services	Not at all important	0	0	0	0	3
		.0%	.0%	2.3%	.9%	11.4%
	DK/NA	7	6	13	42	24
	Total	0	1	3	2	2
		.0%	16.1%	19.4%	4.4%	10.1%
	Extremely important	0	2	2	7	3
5F. Resident pilot use for recreation	Very important	5.6%	25.7%	16.8%	15.7%	11.0%
		6	2	4	22	14
	Somewhat important	84.5%	35.1%	32.9%	52.3%	57.8%
		1	1	4	11	5
	Not at all important	9.9%	23.1%	30.9%	26.7%	19.4%
		0	0	0	0	0
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.0%	.0%	.0%	.9%	1.8%

		Vicinity of Airport	
		Tahoe Donner	Not in Area
5E. Search and rescue services	Extremely important	44.4%	62.5%
		27	2
	Very important	47.7%	26.0%
		2	1
	Somewhat important	4.0%	11.5%
		2	0
5F. Resident pilot use for recreation	Not at all important	3.9%	.0%
		0	0
	DK/NA	.0%	.0%
		58	9
	Total	7	0
		12.5%	.0%
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	11	0
		19.3%	.0%
	Very important	12	5
		20.7%	57.2%
	Somewhat important	24	3
		42.2%	32.4%
5E. Search and rescue services	Not at all important	3	1
		5.4%	10.4%
	DK/NA	58	9
	Total	3	2
		4.5%	18.5%
	Extremely important	8	1
5F. Resident pilot use for recreation	Very important	14.4%	11.5%
		24	4
	Somewhat important	42.2%	46.8%
		21	2
	Not at all important	35.8%	23.2%
		2	0
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	3.1%	.0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.				J	a
	Very important	.	E K		a		B C E K
	Somewhat important	a			a		
	Not at all important	.	a		a	a	
5B. Early forest fire warning	Extremely important		E				E J L
	Very important			a	B E K		a
	Somewhat important	a	a	a	a		a
	Not at all important	a	a		a		a
5C. Flight instruction and training	Extremely important	a				I	a
	Very important			E K			
	Somewhat important						E
	Not at all important	E		a	a		
5D. Transportation for patients in need of urgent healthcare	Extremely important		C				
	Very important			E	a		a
	Somewhat important	a		a	a		a
	Not at all important	a	a	a	a	a	a
5E. Search and rescue services	Extremely important					B C F K	
	Very important	a	E	E			E a
	Somewhat important	a	a	a	a	a	a
	Not at all important	a	a	a	a	a	a
5F. Resident pilot use for recreation	Extremely important					I	
	Very important	a					
	Somewhat important						K
	Not at all important						a
5G. Visitor use for access to the North Lake Tahoe region	Extremely important			K	a		a
	Very important						
	Somewhat important						C
	Not at all important	a			a	a	a
DK/NA	.			a	a	a	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport				
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(G)	(H)	(I)	(J)	(K)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important					
	Very important					
	Somewhat important	a	a		a	E
	Not at all important	a	a	a		
5B. Early forest fire warning	Extremely important					
	Very important			a		
	Somewhat important	a		a	a	
	Not at all important	a	a	a	a	
5C. Flight instruction and training	Extremely important					
	Very important					
	Somewhat important					
	Not at all important		a			
5D. Transportation for patients in need of urgent healthcare	Extremely important					
	Very important					
	Somewhat important	a	a		E	
	Not at all important	a	a	a		a
5E. Search and rescue services	Extremely important					
	Very important	a	a			
	Somewhat important	a	a			
	Not at all important	a	a	a		a
5F. Resident pilot use for recreation	Extremely important					
	Very important					
	Somewhat important			E K		
	Not at all important	a				
5G. Visitor use for access to the North Lake Tahoe region	Extremely important					
	Very important					
	Somewhat important			C	C	
	Not at all important		a			
DK/NA	.					

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport
		Not in Area
		(L)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	a
5B. Early forest fire warning	DK/NA	.
	Extremely important	.
	Very important	.
	Somewhat important	a
5C. Flight instruction and training	Not at all important	a
	DK/NA	.
	Extremely important	.
	Very important	.
5D. Transportation for patients in need of urgent healthcare	Somewhat important	.
	Not at all important	a
	DK/NA	.
	Extremely important	.
5E. Search and rescue services	Very important	.
	Somewhat important	a
	Not at all important	.
	DK/NA	a
5F. Resident pilot use for recreation	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	a
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.
	Very important	.
	Somewhat important	.
	Not at all important	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	18	276	133	100
	Extremely important	175	1	101	43	30
		33.1%	8.2%	36.4%	32.0%	30.1%
	Very important	205	8	111	49	37
		39.0%	43.2%	40.3%	36.9%	37.2%
	Somewhat important	98	2	54	30	12
		18.6%	9.6%	19.5%	22.8%	12.1%
5B. Early forest fire warning	Not at all important	44	6	10	9	18
		8.3%	33.8%	3.6%	6.9%	18.4%
	DK/NA	6	1	1	2	2
		1.0%	5.1%	.2%	1.3%	2.2%
	Total	527	18	276	133	100
	Extremely important	299	7	167	61	63
		56.7%	39.4%	60.5%	45.9%	63.6%
5C. Flight instruction and training	Very important	171	8	84	54	25
		32.4%	45.5%	30.4%	40.6%	24.7%
	Somewhat important	28	3	14	7	4
		5.3%	15.2%	5.2%	5.3%	4.1%
	Not at all important	16	0	3	7	5
		3.0%	.0%	1.1%	5.3%	5.4%
	DK/NA	14	0	8	4	2
	2.6%	.0%	2.8%	3.0%	2.2%	
5D. Transportation for patients in need of urgent healthcare	Total	527	18	276	133	100
	Extremely important	86	9	51	13	14
		16.4%	47.8%	18.5%	9.8%	13.7%
	Very important	116	7	74	21	14
		22.0%	39.8%	26.8%	15.8%	13.9%
	Somewhat important	170	0	93	45	31
		32.2%	2.7%	33.6%	33.9%	31.4%
5E. Search and rescue services	Not at all important	140	2	53	50	35
		26.6%	9.6%	19.3%	37.5%	35.3%
	DK/NA	15	0	5	4	6
		2.8%	.0%	1.8%	3.0%	5.7%
	Total	527	18	276	133	100
	Extremely important	313	9	182	64	58
		59.4%	48.9%	65.9%	48.4%	58.2%
5D. Transportation for patients in need of urgent healthcare	Very important	152	8	72	43	29
		28.8%	46.1%	25.9%	32.2%	29.3%
	Somewhat important	32	1	9	19	3
		6.1%	5.0%	3.4%	13.9%	3.3%
	Not at all important	25	0	13	5	7
		4.7%	.0%	4.6%	3.9%	7.0%
	DK/NA	5	0	1	2	2
	.9%	.0%	.2%	1.6%	2.2%	
5E. Search and rescue services	Total	527	18	276	133	100
	Extremely important	274	3	157	69	45

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
5E. Search and rescue services	Extremely important	52.1%	18.4%	56.8%	52.0%	45.3%
	Very important	206 39.1%	14 76.6%	105 37.9%	46 34.6%	42 41.7%
	Somewhat important	33 6.3%	1 5.0%	13 4.6%	14 10.6%	6 5.6%
	Not at all important	13 2.5%	0 .0%	2 .7%	4 2.7%	7 7.5%
	DK/NA	0 .1%	0 .0%	0 .1%	0 .2%	0 .0%
	Total	527	18	276	133	100
5F. Resident pilot use for recreation	Extremely important	58 11.1%	8 44.4%	28 10.3%	12 9.2%	10 9.7%
	Very important	120 22.8%	2 9.7%	73 26.6%	20 15.2%	25 24.7%
	Somewhat important	156 29.7%	1 5.0%	97 35.1%	35 26.5%	23 23.4%
	Not at all important	162 30.8%	7 40.9%	70 25.5%	52 38.8%	33 33.0%
	DK/NA	30 5.7%	0 .0%	7 2.6%	14 10.3%	9 9.3%
	Total	527	18	276	133	100
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	66 12.4%	2 12.3%	47 16.9%	6 4.3%	11 10.9%
	Very important	126 23.9%	1 5.7%	71 25.6%	32 24.4%	22 22.2%
	Somewhat important	184 35.0%	9 50.8%	103 37.1%	40 30.0%	33 32.8%
	Not at all important	132 25.0%	6 31.1%	44 15.9%	53 39.8%	29 29.5%
	DK/NA	19 3.6%	0 .0%	12 4.5%	2 1.5%	5 4.6%
	Total	527	18	276	133	100

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
5B. Early forest fire warning	Somewhat important				
	Not at all important				
5C. Flight instruction and training	DK/NA				
	Extremely important				
5D. Transportation for patients in need of urgent healthcare	Very important				
	Somewhat important				
5E. Search and rescue services	Not at all important				
	DK/NA				
5F. Resident pilot use for recreation	Extremely important				
	Very important				
5G. Visitor use for access to the North Lake Tahoe region	Somewhat important				
	Not at all important				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	66	99	163	123
	Extremely important	175	29	34	44	45
		33.1%	44.0%	34.4%	27.4%	36.7%
	Very important	205	16	41	76	37
		39.0%	25.1%	41.1%	46.9%	29.7%
	Somewhat important	98	13	15	29	29
		18.6%	19.9%	15.6%	17.9%	23.2%
Not at all important	44	6	9	12	12	
	8.3%	8.8%	8.9%	7.3%	9.6%	
DK/NA	6	1	0	1	1	
	1.0%	2.3%	.0%	.6%	.8%	
5B. Early forest fire warning	Total	527	66	99	163	123
	Extremely important	299	37	43	98	70
		56.7%	56.9%	43.5%	60.5%	56.8%
	Very important	171	19	46	49	36
		32.4%	28.3%	46.7%	29.9%	29.3%
	Somewhat important	28	4	5	11	8
		5.3%	5.4%	5.2%	6.7%	6.4%
Not at all important	16	3	2	4	3	
	3.0%	4.9%	2.2%	2.5%	2.4%	
DK/NA	14	3	2	1	6	
	2.6%	4.5%	2.5%	.5%	5.0%	
5C. Flight instruction and training	Total	527	66	99	163	123
	Extremely important	86	6	6	29	41
		16.4%	9.9%	5.9%	18.1%	33.2%
	Very important	116	5	29	44	29
		22.0%	8.3%	29.8%	26.9%	23.8%
	Somewhat important	170	18	37	58	34
		32.2%	27.8%	37.8%	35.7%	27.4%
Not at all important	140	34	24	30	17	
	26.6%	51.4%	23.8%	18.5%	13.5%	
DK/NA	15	2	3	1	3	
	2.8%	2.7%	2.7%	.8%	2.1%	
5D. Transportation for patients in need of urgent healthcare	Total	527	66	99	163	123
	Extremely important	313	32	51	100	83
		59.4%	49.0%	52.1%	61.5%	67.3%
	Very important	152	25	36	43	29
		28.8%	38.8%	36.4%	26.4%	23.5%
	Somewhat important	32	5	6	14	2
		6.1%	8.1%	6.5%	8.6%	1.5%
Not at all important	25	2	4	5	9	
	4.7%	3.8%	3.8%	3.3%	7.5%	
DK/NA	5	0	1	0	0	
	.9%	.3%	1.3%	.1%	.3%	
5E. Search and rescue services	Total	527	66	99	163	123
	Extremely important	274	35	49	81	68

		Reduce Number of Flights
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	77
	Extremely important	22
		28.7%
	Very important	36
		46.1%
	Somewhat important	12
		15.3%
Not at all important	5	
	7.1%	
DK/NA	2	
	2.7%	
5B. Early forest fire warning	Total	77
	Extremely important	50
		65.3%
	Very important	21
		27.8%
	Somewhat important	1
		.9%
Not at all important	3	
	4.1%	
DK/NA	1	
	1.9%	
5C. Flight instruction and training	Total	77
	Extremely important	4
		5.0%
	Very important	8
		10.8%
	Somewhat important	23
		29.2%
Not at all important	36	
	46.9%	
DK/NA	6	
	8.1%	
5D. Transportation for patients in need of urgent healthcare	Total	77
	Extremely important	47
		60.8%
	Very important	19
		24.4%
	Somewhat important	4
		5.7%
Not at all important	4	
	5.6%	
DK/NA	3	
	3.6%	
5E. Search and rescue services	Total	77
	Extremely important	41

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	52.1%	53.9%	49.4%	49.8%	55.5%
		206	18	45	67	47
	Very important	39.1%	27.2%	45.8%	41.1%	38.2%
		33	9	5	11	5
	Somewhat important	6.3%	13.3%	4.8%	6.8%	3.9%
		13	3	0	3	3
	Not at all important	2.5%	5.2%	.0%	2.1%	2.4%
	DK/NA	.1%	.3%	.0%	.1%	.0%
		0	0	0	0	0
5F. Resident pilot use for recreation	Total	527	66	99	163	123
	Extremely important	11.1%	3.2%	6.6%	7.9%	27.6%
		58	2	7	13	34
	Very important	22.8%	3.8%	20.9%	37.0%	24.1%
		120	2	21	60	30
	Somewhat important	29.7%	29.6%	31.3%	33.7%	21.2%
	156	19	31	55	26	
	Not at all important	30.8%	61.3%	35.2%	18.6%	18.6%
	DK/NA	30	1	6	5	10
		5.7%	2.2%	6.0%	2.8%	8.5%
5G. Visitor use for access to the North Lake Tahoe region	Total	527	66	99	163	123
	Extremely important	12.4%	3.7%	2.4%	16.3%	24.7%
		66	2	2	26	30
	Very important	23.9%	6.8%	21.8%	27.9%	29.5%
		126	4	21	45	36
	Somewhat important	35.0%	26.5%	47.4%	30.0%	37.9%
	184	17	47	49	47	
	Not at all important	25.0%	53.0%	27.2%	21.7%	7.5%
	DK/NA	19	7	1	7	0
		3.6%	10.0%	1.2%	4.2%	.3%

		Reduce Number of Flights
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	53.1%
		29
	Very important	37.7%
		4
	Somewhat important	5.1%
		3
	Not at all important	4.1%
	DK/NA	.0%
		0
5F. Resident pilot use for recreation	Total	77
	Extremely important	3
		3.8%
	Very important	7
		9.1%
	Somewhat important	25
	32.8%	
	Not at all important	34
	DK/NA	44.2%
		8
		10.0%
5G. Visitor use for access to the North Lake Tahoe region	Total	77
	Extremely important	4
		5.0%
	Very important	19
		24.1%
	Somewhat important	25
	32.2%	
	Not at all important	26
	DK/NA	33.5%
		4
		5.2%

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			A D	
	Very important				
	Somewhat important				
	Not at all important				
5B. Early forest fire warning	DK/NA				
	Extremely important				
	Very important				
	Somewhat important				
5C. Flight instruction and training	Not at all important				
	DK/NA				
	Extremely important				A B C E
	Very important		A E	A E	
5D. Transportation for patients in need of urgent healthcare	Somewhat important	B C D			
	Not at all important				
	DK/NA				
	Extremely important				
5E. Search and rescue services	Very important				
	Somewhat important				
	Not at all important		a		a
	DK/NA				A B C E
5F. Resident pilot use for recreation	Extremely important		A	A E	A
	Very important				
	Somewhat important	B C D	C D		
	Not at all important				
5G. Visitor use for access to the North Lake Tahoe region	DK/NA			B	A B E
	Extremely important			A	A
	Very important				
	Somewhat important	B C D	C		
	Not at all important	D	D		
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	
	Very important	
	Somewhat important	
	Not at all important	
5B. Early forest fire warning	DK/NA	B
	Extremely important	
	Very important	
	Somewhat important	
5C. Flight instruction and training	Not at all important	
	DK/NA	
	Extremely important	
	Very important	
5D. Transportation for patients in need of urgent healthcare	Somewhat important	B C D
	Not at all important	C
	DK/NA	
	Extremely important	
5E. Search and rescue services	Very important	
	Somewhat important	
	Not at all important	a
	DK/NA	
5F. Resident pilot use for recreation	Extremely important	
	Very important	
	Somewhat important	C D
	Not at all important	
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	
	Extremely important	
	Very important	
	Somewhat important	D
	Not at all important	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	82	172	132	88
	Extremely important	175	24	54	35	39
		33.1%	29.0%	31.4%	26.7%	44.2%
	Very important	205	38	63	64	20
		39.0%	46.0%	36.8%	48.5%	22.9%
	Somewhat important	98	11	43	16	24
		18.6%	13.3%	25.0%	11.9%	27.5%
Not at all important	44	8	11	16	5	
	8.3%	10.0%	6.2%	12.2%	5.4%	
DK/NA	6	1	1	1	0	
	1.0%	1.7%	.6%	.7%	.0%	
5B. Early forest fire warning	Total	527	82	172	132	88
	Extremely important	299	43	108	64	49
		56.7%	52.2%	62.6%	48.6%	55.2%
	Very important	171	33	50	52	24
		32.4%	39.8%	28.9%	39.2%	27.3%
	Somewhat important	28	4	9	11	4
		5.3%	4.8%	5.1%	8.2%	5.1%
Not at all important	16	1	5	3	4	
	3.0%	1.4%	2.8%	2.2%	4.0%	
DK/NA	14	2	1	2	7	
	2.6%	1.8%	.6%	1.8%	8.4%	
5C. Flight instruction and training	Total	527	82	172	132	88
	Extremely important	86	9	32	20	21
		16.4%	10.6%	18.5%	14.8%	24.2%
	Very important	116	36	20	35	17
		22.0%	43.9%	11.4%	26.9%	19.5%
	Somewhat important	170	10	65	49	27
		32.2%	11.7%	38.0%	36.8%	31.0%
Not at all important	140	24	52	25	21	
	26.6%	29.8%	30.0%	19.1%	23.8%	
DK/NA	15	3	4	3	1	
	2.8%	4.1%	2.1%	2.3%	1.4%	
5D. Transportation for patients in need of urgent healthcare	Total	527	82	172	132	88
	Extremely important	313	37	98	79	66
		59.4%	45.4%	57.0%	59.8%	75.2%
	Very important	152	34	54	36	14
		28.8%	40.9%	31.7%	27.0%	15.7%
	Somewhat important	32	2	14	10	5
		6.1%	2.5%	8.3%	7.6%	5.3%
Not at all important	25	9	4	6	3	
	4.7%	10.5%	2.3%	4.7%	3.6%	
DK/NA	5	1	1	1	0	
	.9%	.7%	.7%	.9%	.3%	
5E. Search and rescue services	Total	527	82	172	132	88
	Extremely important	274	28	92	71	54

		Remain the Way it is
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	53
	Extremely important	23
		42.8%
	Very important	20
		38.1%
	Somewhat important	4
		7.6%
Not at all important	4	
	7.5%	
DK/NA	2	
	4.0%	
5B. Early forest fire warning	Total	53
	Extremely important	35
		67.2%
	Very important	13
		24.0%
	Somewhat important	0
		.0%
Not at all important	3	
	6.0%	
DK/NA	1	
	2.8%	
5C. Flight instruction and training	Total	53
	Extremely important	5
		9.5%
	Very important	8
		14.7%
	Somewhat important	19
		35.7%
Not at all important	18	
	33.9%	
DK/NA	3	
	6.2%	
5D. Transportation for patients in need of urgent healthcare	Total	53
	Extremely important	33
		61.8%
	Very important	14
		27.4%
	Somewhat important	1
		1.7%
Not at all important	3	
	6.0%	
DK/NA	2	
	3.0%	
5E. Search and rescue services	Total	53
	Extremely important	30

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	52.1%	34.0%	53.5%	53.4%	60.9%
	Very important	206	48	66	52	25
		39.1%	58.2%	38.2%	39.2%	28.1%
	Somewhat important	33	5	10	10	6
		6.3%	6.2%	5.5%	7.4%	6.7%
	Not at all important	13	1	5	0	4
	2.5%	1.4%	2.8%	.0%	4.0%	
DK/NA	0	0	0	0	0	
	.1%	.3%	.0%	.0%	.3%	
Total		527	82	172	132	88
5F. Resident pilot use for recreation	Extremely important	58	11	15	12	17
		11.1%	12.9%	8.6%	9.4%	19.1%
	Very important	120	14	42	30	24
		22.8%	17.5%	24.6%	22.3%	27.5%
	Somewhat important	156	21	48	51	18
		29.7%	25.7%	28.2%	38.5%	20.5%
Not at all important	162	24	58	34	28	
	30.8%	29.1%	34.0%	25.5%	32.2%	
DK/NA	30	12	8	6	1	
	5.7%	14.7%	4.6%	4.2%	.7%	
Total		527	82	172	132	88
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	66	16	15	15	15
		12.4%	19.3%	9.0%	11.2%	17.2%
	Very important	126	22	46	34	14
		23.9%	26.8%	26.6%	26.0%	15.8%
	Somewhat important	184	34	51	54	25
		35.0%	40.9%	29.5%	41.2%	27.8%
Not at all important	132	9	48	28	34	
	25.0%	10.6%	28.0%	20.9%	38.7%	
DK/NA	19	2	12	1	0	
	3.6%	2.6%	6.8%	.7%	.5%	

		Remain the Way it Is
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	57.4%
	Very important	16
		30.4%
	Somewhat important	3
		5.4%
	Not at all important	4
	6.8%	
DK/NA	0	
	.0%	
Total		53
5F. Resident pilot use for recreation	Extremely important	4
		6.7%
	Very important	10
		18.1%
	Somewhat important	18
		33.8%
Not at all important	18	
	34.0%	
DK/NA	4	
	7.4%	
Total		53
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	4
		8.2%
	Very important	10
		19.5%
	Somewhat important	21
		39.9%
Not at all important	13	
	25.3%	
DK/NA	4	
	7.0%	

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			D	
	Very important	D			
	Somewhat important		C		C E
5B. Early forest fire warning	Not at all important				a
	DK/NA				.
	Extremely important				
5C. Flight instruction and training	Very important	B D E		B	
	Somewhat important		A	A	A
	Not at all important				
5D. Transportation for patients in need of urgent healthcare	DK/NA				A B
	Extremely important	D			
	Very important				
5E. Search and rescue services	Somewhat important		A		A
	Not at all important	B			
	DK/NA				
5F. Resident pilot use for recreation	Extremely important	B D E			
	Very important				
	Somewhat important				
5G. Visitor use for access to the North Lake Tahoe region	Not at all important			D	
	DK/NA				
	Extremely important				
	Very important				
	Somewhat important		A		A C
	Not at all important				
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	
	Very important	
	Somewhat important	
5B. Early forest fire warning	Not at all important	
	DK/NA	
	Extremely important	
5C. Flight instruction and training	Very important	
	Somewhat important	A
	Not at all important	
5D. Transportation for patients in need of urgent healthcare	DK/NA	
	Extremely important	
	Very important	
5E. Search and rescue services	Somewhat important	
	Not at all important	C
	DK/NA	
5F. Resident pilot use for recreation	Extremely important	
	Very important	
	Somewhat important	
5G. Visitor use for access to the North Lake Tahoe region	Not at all important	
	DK/NA	
	Extremely important	
	Very important	
	Somewhat important	
	Not at all important	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	232	221	33	10
	Extremely important	175	78	68	18	5
		33.1%	33.6%	30.6%	55.9%	52.2%
	Very important	205	98	93	6	0
		39.0%	42.3%	42.0%	17.1%	2.6%
	Somewhat important	98	36	44	3	3
		18.6%	15.3%	19.9%	8.6%	31.2%
Not at all important	44	18	15	5	1	
	8.3%	7.9%	6.7%	14.3%	14.0%	
DK/NA	6	2	2	1	0	
	1.0%	.9%	.7%	3.9%	.0%	
5B. Early forest fire warning	Total	527	232	221	33	10
	Extremely important	299	131	127	21	1
		56.7%	56.6%	57.6%	65.1%	11.0%
	Very important	171	77	75	9	2
		32.4%	33.0%	34.0%	27.3%	24.8%
	Somewhat important	28	9	12	1	4
		5.3%	4.0%	5.3%	4.4%	42.2%
Not at all important	16	5	5	0	1	
	3.0%	2.3%	2.2%	.0%	12.4%	
DK/NA	14	9	2	1	1	
	2.6%	4.0%	.8%	3.3%	9.7%	
5C. Flight instruction and training	Total	527	232	221	33	10
	Extremely important	86	44	38	2	0
		16.4%	19.0%	17.3%	6.4%	.0%
	Very important	116	71	39	4	2
		22.0%	30.6%	17.5%	10.9%	19.9%
	Somewhat important	170	56	96	11	0
		32.2%	24.0%	43.4%	33.3%	4.3%
Not at all important	140	57	44	12	6	
	26.6%	24.6%	19.8%	36.8%	66.1%	
DK/NA	15	4	4	4	1	
	2.8%	1.7%	2.0%	12.6%	9.7%	
5D. Transportation for patients in need of urgent healthcare	Total	527	232	221	33	10
	Extremely important	313	148	125	21	1
		59.4%	63.9%	56.6%	65.0%	11.9%
	Very important	152	73	63	8	1
		28.8%	31.2%	28.7%	25.3%	10.2%
	Somewhat important	32	3	23	1	2
		6.1%	1.1%	10.7%	4.0%	23.0%
Not at all important	25	8	7	0	5	
	4.7%	3.3%	3.4%	1.3%	52.6%	
DK/NA	5	1	1	1	0	
	.9%	.5%	.6%	4.4%	2.4%	
5E. Search and rescue services	Total	527	232	221	33	10
	Extremely important	274	124	116	18	2

		Manage the Growth of Operations
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	32
	Extremely important	6
		18.0%
	Very important	8
		26.4%
	Somewhat important	13
		39.5%
Not at all important	5	
	14.2%	
DK/NA	1	
	1.9%	
5B. Early forest fire warning	Total	32
	Extremely important	18
		56.1%
	Very important	8
		23.9%
	Somewhat important	2
		5.2%
Not at all important	4	
	12.9%	
DK/NA	1	
	1.9%	
5C. Flight instruction and training	Total	32
	Extremely important	2
		6.1%
	Very important	1
		3.5%
	Somewhat important	7
		21.5%
Not at all important	21	
	65.8%	
DK/NA	1	
	3.2%	
5D. Transportation for patients in need of urgent healthcare	Total	32
	Extremely important	17
		54.9%
	Very important	7
		21.5%
	Somewhat important	2
		7.8%
Not at all important	4	
	14.0%	
DK/NA	1	
	1.9%	
5E. Search and rescue services	Total	32
	Extremely important	15

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	52.1%	53.3%	52.6%	56.0%	16.2%
		206	93	87	12	2
	Very important	39.1%	40.1%	39.5%	36.5%	17.2%
		33	11	13	2	5
	Somewhat important	6.3%	4.8%	5.8%	7.5%	51.9%
		13	4	5	0	1
	Not at all important	2.5%	1.8%	2.0%	.0%	12.4%
	DK/NA	.1%	.0%	.1%	.0%	2.4%
		0	0	0	0	0
5F. Resident pilot use for recreation	Total	527	232	221	33	10
	Extremely important	58	31	22	3	0
		11.1%	13.4%	9.8%	9.3%	4.3%
	Very important	120	40	70	6	1
		22.8%	17.4%	31.8%	17.5%	8.1%
	Somewhat important	156	76	68	8	2
	29.7%	32.5%	30.8%	23.2%	17.2%	
Not at all important	162	69	54	13	7	
	30.8%	29.6%	24.6%	38.3%	70.4%	
DK/NA	30	17	6	4	0	
	5.7%	7.1%	2.9%	11.7%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	232	221	33	10
	Extremely important	66	39	20	3	0
		12.4%	16.8%	9.2%	8.8%	4.3%
	Very important	126	58	53	5	0
		23.9%	25.0%	24.0%	15.3%	4.3%
	Somewhat important	184	79	88	10	2
	35.0%	34.1%	39.8%	29.0%	17.7%	
Not at all important	132	48	50	15	7	
	25.0%	20.8%	22.7%	44.6%	73.7%	
DK/NA	19	8	9	1	0	
	3.6%	3.3%	4.3%	2.3%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	46.4%
		12
	Very important	38.1%
		2
	Somewhat important	5.5%
		3
	Not at all important	9.9%
	DK/NA	.0%
		0
5F. Resident pilot use for recreation	Total	32
	Extremely important	2
		6.3%
	Very important	3
		9.6%
	Somewhat important	4
	11.5%	
Not at all important	20	
	62.5%	
DK/NA	3	
	10.2%	
5G. Visitor use for access to the North Lake Tahoe region	Total	32
	Extremely important	3
		9.3%
	Very important	10
		30.8%
	Somewhat important	6
	19.1%	
Not at all important	12	
	37.5%	
DK/NA	1	
	3.2%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			BE	
	Very important				
	Somewhat important				a
5B. Early forest fire warning	Extremely important	D	D	D	
	Very important				ABCE
	Somewhat important			a	
5C. Flight instruction and training	Extremely important				a
	Very important	BE			
	Somewhat important		A		AB
5D. Transportation for patients in need of urgent healthcare	Extremely important	D		AB	D
	Very important				
	Somewhat important		A		A
5E. Search and rescue services	Extremely important				ABC
	Very important				ABCE
	Somewhat important			a	
5F. Resident pilot use for recreation	Extremely important		A		
	Very important				
	Somewhat important				B
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				a
	Very important				
	Somewhat important			A	AB
	Not at all important				a
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	
	Very important	
	Somewhat important	AC
5B. Early forest fire warning	Extremely important	
	Very important	
	Somewhat important	AB
5C. Flight instruction and training	Extremely important	
	Very important	
	Somewhat important	AB
5D. Transportation for patients in need of urgent healthcare	Extremely important	
	Very important	
	Somewhat important	AB
5E. Search and rescue services	Extremely important	
	Very important	
	Somewhat important	
5F. Resident pilot use for recreation	Extremely important	a
	Very important	
	Somewhat important	AB
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	
	Very important	
	Somewhat important	
	Not at all important	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	61	465	1
	Extremely important	175	19	156	0
	Very important	33.1%	31.3%	33.5%	.0%
	Somewhat important	205	26	178	1
	Not at all important	39.0%	42.4%	38.4%	100.0%
	DK/NA	98	9	88	0
		18.6%	15.4%	19.0%	.0%
5B. Early forest fire warning	Total	527	61	465	1
	Extremely important	299	40	259	0
	Very important	56.7%	65.8%	55.6%	.0%
	Somewhat important	171	15	155	1
	Not at all important	32.4%	24.1%	33.3%	100.0%
	DK/NA	28	4	25	0
		5.3%	5.9%	5.3%	.0%
5C. Flight instruction and training	Total	527	61	465	1
	Extremely important	86	26	60	0
	Very important	116	16	101	0
	Somewhat important	22.0%	25.6%	21.6%	.0%
	Not at all important	170	8	160	1
	DK/NA	32.2%	14.0%	34.4%	100.0%
		140	9	131	0
5D. Transportation for patients in need of urgent healthcare	Total	527	61	465	1
	Extremely important	313	38	275	0
	Very important	59.4%	62.5%	59.2%	.0%
	Somewhat important	152	15	136	1
	Not at all important	28.8%	25.3%	29.1%	100.0%
	DK/NA	32	4	28	0
		6.1%	6.2%	6.1%	.0%
5E. Search and rescue services	Total	527	61	465	1
	Extremely important	274	31	244	0

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
5E. Search and rescue services	Extremely important	52.1%	50.7%	52.4%	.0%
	Very important	206	26	179	1
	Somewhat important	39.1%	42.3%	38.5%	100.0%
	Not at all important	33	3	31	0
	DK/NA	6.3%	4.2%	6.6%	.0%
		13	2	11	0
5F. Resident pilot use for recreation	Total	527	61	465	1
	Extremely important	58	12	46	0
	Very important	11.1%	20.5%	9.8%	.0%
	Somewhat important	120	28	92	0
	Not at all important	22.8%	46.8%	19.7%	.0%
	DK/NA	156	13	143	1
5G. Visitor use for access to the North Lake Tahoe region	Total	527	61	465	1
	Extremely important	66	12	54	0
	Very important	12.4%	19.9%	11.5%	.0%
	Somewhat important	126	17	109	0
	Not at all important	23.9%	28.7%	23.4%	.0%
	DK/NA	184	21	163	1
	35.0%	34.1%	34.9%	100.0%	
	132	10	122	0	
	25.0%	16.6%	26.2%	.0%	
	19	0	19	0	
	3.6%	.7%	4.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			a,,b
	Very important			a,,b
	Somewhat important			a,,b
	Not at all important			a,,b
5B. Early forest fire warning	DK/NA	.b		a,,b
	Extremely important			a,,b
	Very important			a,,b
	Somewhat important			a,,b
5C. Flight instruction and training	Not at all important			a,,b
	DK/NA			a,,b
	Extremely important	B		a,,b
	Very important			a,,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important		A	a,,b
	Not at all important		A	a,,b
	DK/NA			a,,b
	Extremely important			a,,b
5E. Search and rescue services	Very important			a,,b
	Somewhat important			a,,b
	Not at all important			a,,b
	DK/NA	.b		a,,b
5F. Resident pilot use for recreation	Extremely important	B		a,,b
	Very important	B		a,,b
	Somewhat important			a,,b
	Not at all important		A	a,,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA			a,,b
	Extremely important			a,,b
	Very important			a,,b
	Somewhat important			a,,b
	Not at all important			a,,b
	DK/NA			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	398	128	1
	Extremely important	175	142	33	0
	Very important	205	146	60	0
	Somewhat important	98	76	22	0
	Not at all important	44	32	12	0
	DK/NA	6	3	1	1
5B. Early forest fire warning	Total	527	398	128	1
	Extremely important	299	243	56	0
	Very important	171	113	58	0
	Somewhat important	28	24	3	1
	Not at all important	16	9	6	0
	DK/NA	14	10	4	0
5C. Flight instruction and training	Total	527	398	128	1
	Extremely important	86	66	20	0
	Very important	116	82	33	1
	Somewhat important	170	135	34	0
	Not at all important	140	103	38	0
	DK/NA	15	12	3	0
5D. Transportation for patients in need of urgent healthcare	Total	527	398	128	1
	Extremely important	313	253	60	1
	Very important	152	99	53	0
	Somewhat important	32	30	2	0
	Not at all important	25	14	11	0
	DK/NA	5	3	2	0
5E. Search and rescue services	Total	527	398	128	1
	Extremely important	274	211	62	1

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
5E. Search and rescue services	Extremely important	52.1%	53.1%	48.6%	100.0%
	Very important	39.1%	40.0%	36.5%	.0%
	Somewhat important	6.3%	5.3%	9.5%	.0%
	Not at all important	2.5%	1.5%	5.4%	.0%
	DK/NA	.1%	.1%	.0%	.0%
Total		527	398	128	1
5F. Resident pilot use for recreation	Extremely important	11.1%	13.6%	3.3%	.0%
	Very important	22.8%	22.4%	23.4%	100.0%
	Somewhat important	29.7%	31.5%	24.2%	.0%
	Not at all important	30.8%	27.8%	40.4%	.0%
	DK/NA	5.7%	4.8%	8.7%	.0%
Total		527	398	128	1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	12.4%	12.9%	11.2%	.0%
	Very important	23.9%	23.3%	26.2%	.0%
	Somewhat important	35.0%	35.8%	32.0%	100.0%
	Not at all important	25.0%	24.4%	27.3%	.0%
	DK/NA	3.6%	3.7%	3.3%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	B		a,b
	Very important		A	a,b
	Somewhat important			a,b
	Not at all important			a,b
	DK/NA			a,b
5B. Early forest fire warning	Extremely important	B		a,b
	Very important		A	a,b
	Somewhat important			a,b
	Not at all important			a,b
	DK/NA			a,b
5C. Flight instruction and training	Extremely important			a,b
	Very important			a,b
	Somewhat important			a,b
	Not at all important			a,b
	DK/NA			a,b
5D. Transportation for patients in need of urgent healthcare	Extremely important	B		a,b
	Very important		A	a,b
	Somewhat important	B		a,b
	Not at all important		A	a,b
	DK/NA			a,b
5E. Search and rescue services	Extremely important			a,b
	Very important			a,b
	Somewhat important		A	a,b
	Not at all important			a,b
	DK/NA			a,b
5F. Resident pilot use for recreation	Extremely important	B		a,b
	Very important			a,b
	Somewhat important			a,b
	Not at all important		A	a,b
	DK/NA			a,b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important			a,b
	Very important			a,b
	Somewhat important			a,b
	Not at all important			a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	160	188	60	30
	Extremely important	175	58	60	22	4
	Very important	205	67	74	20	12
	Somewhat important	98	21	45	15	7
	Not at all important	44	12	8	1	7
	DK/NA	6	1	0	1	0
			33.1%	36.3%	32.1%	37.2%	12.6%
5B. Early forest fire warning	Total	527	160	188	60	30
	Extremely important	299	108	117	27	3
	Very important	171	39	63	23	17
	Somewhat important	28	5	7	4	3
	Not at all important	16	2	1	3	6
	DK/NA	14	6	1	4	1
			56.7%	67.4%	62.0%	44.4%	10.2%
5C. Flight instruction and training	Total	527	160	188	60	30
	Extremely important	86	50	22	5	0
	Very important	116	45	38	8	8
	Somewhat important	170	49	69	26	2
	Not at all important	140	13	54	19	20
	DK/NA	15	2	6	2	0
			16.4%	31.5%	11.5%	7.7%	.0%
5D. Transportation for patients in need of urgent healthcare	Total	527	160	188	60	30
	Extremely important	313	115	110	34	4
	Very important	152	28	65	19	16
	Somewhat important	32	11	6	4	4
	Not at all important	25	5	8	2	6
	DK/NA	5	2	0	1	0
			59.4%	71.8%	58.1%	57.4%	12.0%
5E. Search and rescue services	Total	527	160	188	60	30
	Extremely important	274	103	95	33	4

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	89
	Extremely important	30
	Very important	32
	Somewhat important	9
	Not at all important	15
	DK/NA	3
		33.8%
5B. Early forest fire warning	Total	89
	Extremely important	45
	Very important	29
	Somewhat important	8
	Not at all important	5
	DK/NA	2
		50.2%
5C. Flight instruction and training	Total	89
	Extremely important	10
	Very important	17
	Somewhat important	23
	Not at all important	34
	DK/NA	5
		10.8%
5D. Transportation for patients in need of urgent healthcare	Total	89
	Extremely important	51
	Very important	24
	Somewhat important	7
	Not at all important	5
	DK/NA	2
		57.4%
5E. Search and rescue services	Total	89
	Extremely important	39

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5E. Search and rescue services	Extremely important	52.1%	64.3%	50.2%	55.5%	14.3%
		206	52	79	20	15
	Very important	39.1%	32.5%	42.0%	33.5%	51.1%
		33	3	14	6	5
	Somewhat important	6.3%	1.9%	7.5%	9.4%	15.2%
		13	2	0	1	6
	Not at all important	2.5%	1.2%	.2%	1.5%	18.5%
		0	0	0	0	0
	DK/NA	.1%	.0%	.0%	.0%	.8%
		527	160	188	60	30
5F. Resident pilot use for recreation	Extremely important	11.1%	24.6%	5.4%	2.2%	4.3%
		58	39	10	1	1
	Very important	22.8%	38.9%	18.4%	20.3%	.0%
		120	62	35	12	0
	Somewhat important	29.7%	20.5%	38.5%	29.6%	6.9%
		156	33	73	18	2
	Not at all important	30.8%	13.5%	32.1%	46.4%	59.9%
		162	22	60	28	18
	DK/NA	5.7%	2.6%	5.7%	1.5%	28.9%
		30	4	11	1	9
		527	160	188	60	30
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	12.4%	24.6%	8.0%	5.3%	.0%
		66	39	15	3	0
	Very important	23.9%	27.0%	29.8%	3.2%	24.8%
		126	43	56	2	7
	Somewhat important	35.0%	36.0%	37.8%	37.7%	7.2%
		184	57	71	23	2
	Not at all important	25.0%	11.9%	20.4%	51.3%	68.0%
		132	19	38	31	20
	DK/NA	3.6%	.5%	4.0%	2.6%	.0%
		19	1	7	2	0
		527	160	188	60	30

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5E. Search and rescue services	Extremely important	44.4%
		39
	Very important	44.3%
		6
	Somewhat important	6.4%
		4
	Not at all important	4.7%
		0
	DK/NA	.2%
		89
5F. Resident pilot use for recreation	Extremely important	7.0%
		6
	Very important	12.3%
		11
	Somewhat important	35.3%
		31
	Not at all important	38.9%
		35
	DK/NA	6.5%
		6
		89
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	9.0%
		8
	Very important	19.8%
		18
	Somewhat important	34.7%
		31
	Not at all important	26.1%
		23
	DK/NA	10.4%
		9
		89

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
	Somewhat important				B C
5B. Early forest fire warning	Not at all important				
	DK/NA				
	Extremely important	C D	D	D	
5C. Flight instruction and training	Very important				A
	Somewhat important				A B
	Not at all important			B	
5D. Transportation for patients in need of urgent healthcare	DK/NA	B C D E			
	Extremely important				
	Very important		D	D	
5E. Search and rescue services	Somewhat important		A	A	A B C E
	Not at all important				
	DK/NA				
5F. Resident pilot use for recreation	Extremely important	D	D	D	
	Very important		A		A
	Somewhat important				A B
5G. Visitor use for access to the North Lake Tahoe region	Not at all important		a		
	DK/NA	D E	D	D	
	Extremely important				
5A. Acquiring and maintaining land around the airport for preservation of open space	Very important				A
	Somewhat important				A B C
	Not at all important	a	a		
5B. Early forest fire warning	DK/NA	B C E			
	Extremely important	B E			a
	Very important		A D		
5C. Flight instruction and training	Somewhat important		A	A	A B
	Not at all important				A B C E
	DK/NA				a
5D. Transportation for patients in need of urgent healthcare	Extremely important	B C E			
	Very important	C	C		C
	Somewhat important	D	D	D	
5E. Search and rescue services	Not at all important			A B E	A B E
	DK/NA				
	Extremely important				

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	
	Very important	
	Somewhat important	B
5B. Early forest fire warning	Not at all important	
	DK/NA	
	Extremely important	D
5C. Flight instruction and training	Very important	
	Somewhat important	
	Not at all important	
5D. Transportation for patients in need of urgent healthcare	DK/NA	
	Extremely important	
	Very important	A
5E. Search and rescue services	Somewhat important	
	Not at all important	A
	DK/NA	
5F. Resident pilot use for recreation	Extremely important	
	Very important	D
	Somewhat important	
5G. Visitor use for access to the North Lake Tahoe region	Not at all important	
	DK/NA	
	Extremely important	D
5A. Acquiring and maintaining land around the airport for preservation of open space	Very important	
	Somewhat important	
	Not at all important	A
5B. Early forest fire warning	DK/NA	
	Extremely important	
	Very important	
5C. Flight instruction and training	Somewhat important	
	Not at all important	
	DK/NA	
5D. Transportation for patients in need of urgent healthcare	Extremely important	
	Very important	
	Somewhat important	
5E. Search and rescue services	Not at all important	
	DK/NA	
	Extremely important	
5F. Resident pilot use for recreation	Very important	D
	Somewhat important	
	Not at all important	A
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	
	Extremely important	
	Very important	C
5A. Acquiring and maintaining land around the airport for preservation of open space	Somewhat important	
	Not at all important	
	DK/NA	
5B. Early forest fire warning	Extremely important	
	Very important	
	Somewhat important	
5C. Flight instruction and training	Not at all important	
	DK/NA	
	Extremely important	
5D. Transportation for patients in need of urgent healthcare	Very important	
	Somewhat important	
	Not at all important	
5E. Search and rescue services	DK/NA	
	Extremely important	
	Very important	
5F. Resident pilot use for recreation	Somewhat important	
	Not at all important	
	DK/NA	
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	
	Very important	
	Somewhat important	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	205	195	43	40
	Extremely important	175	77	66	15	5
		33.1%	37.6%	33.6%	35.4%	11.9%
	Very important	205	78	86	12	20
		39.0%	38.1%	44.2%	27.7%	50.1%
	Somewhat important	98	40	28	10	10
		18.6%	19.7%	14.5%	23.3%	24.3%
Not at all important	44	9	12	5	5	
	8.3%	4.2%	6.3%	10.6%	13.6%	
DK/NA	6	1	3	1	0	
	1.0%	.4%	1.3%	3.0%	.0%	
5B. Early forest fire warning	Total	527	205	195	43	40
	Extremely important	299	133	114	18	6
		56.7%	64.6%	58.4%	41.9%	13.7%
	Very important	171	57	63	15	27
		32.4%	27.8%	32.3%	35.0%	66.0%
	Somewhat important	28	8	12	5	3
		5.3%	3.7%	6.3%	11.5%	8.3%
Not at all important	16	2	3	2	4	
	3.0%	.8%	1.7%	3.8%	9.8%	
DK/NA	14	6	2	3	1	
	2.6%	3.0%	1.3%	7.7%	2.3%	
5C. Flight instruction and training	Total	527	205	195	43	40
	Extremely important	86	49	25	1	6
		16.4%	24.0%	13.0%	3.4%	15.0%
	Very important	116	56	44	6	7
		22.0%	27.3%	22.3%	14.4%	18.4%
	Somewhat important	170	67	74	15	9
		32.2%	32.5%	38.0%	34.2%	21.9%
Not at all important	140	30	43	21	18	
	26.6%	14.5%	22.2%	48.1%	44.6%	
DK/NA	15	4	9	0	0	
	2.8%	1.8%	4.5%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	527	205	195	43	40
	Extremely important	313	145	108	16	18
		59.4%	70.8%	55.5%	37.4%	43.8%
	Very important	152	45	65	18	14
		28.8%	22.1%	33.2%	41.7%	33.7%
	Somewhat important	32	7	12	8	5
		6.1%	3.6%	6.3%	17.7%	11.3%
Not at all important	25	7	9	0	4	
	4.7%	3.3%	4.4%	1.0%	10.6%	
DK/NA	5	0	1	1	0	
	.9%	.2%	.6%	2.3%	.6%	
5E. Search and rescue services	Total	527	205	195	43	40
	Extremely important	274	116	106	18	18

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	43
	Extremely important	12
		27.2%
	Very important	8
		19.7%
	Somewhat important	9
		21.4%
Not at all important	13	
	29.8%	
DK/NA	1	
	1.9%	
5B. Early forest fire warning	Total	43
	Extremely important	28
		66.1%
	Very important	9
		20.3%
	Somewhat important	0
		.0%
Not at all important	5	
	11.4%	
DK/NA	1	
	2.2%	
5C. Flight instruction and training	Total	43
	Extremely important	4
		10.2%
	Very important	3
		7.0%
	Somewhat important	5
		12.3%
Not at all important	28	
	65.8%	
DK/NA	2	
	4.8%	
5D. Transportation for patients in need of urgent healthcare	Total	43
	Extremely important	26
		59.9%
	Very important	10
		23.6%
	Somewhat important	0
		.2%
Not at all important	5	
	11.4%	
DK/NA	2	
	4.8%	
5E. Search and rescue services	Total	43
	Extremely important	17

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5E. Search and rescue services	Extremely important	52.1%	56.5%	54.3%	40.9%	44.5%
		206	78	77	20	12
	Very important	39.1%	38.2%	39.6%	45.3%	30.7%
		33	9	9	6	6
	Somewhat important	6.3%	4.4%	4.7%	13.8%	14.5%
		13	2	3	0	4
	Not at all important	2.5%	.8%	1.5%	.0%	9.8%
	DK/NA	0	0	0	0	0
		.1%	.0%	.0%	.0%	.6%
5F. Resident pilot use for recreation	Total	527	205	195	43	40
	Extremely important	58	39	11	0	1
		11.1%	19.2%	5.9%	.7%	3.2%
	Very important	120	61	44	2	7
		22.8%	29.5%	22.3%	5.5%	16.5%
	Somewhat important	156	62	72	8	8
	29.7%	30.1%	37.1%	18.3%	20.1%	
Not at all important	162	39	54	33	16	
	30.8%	18.9%	27.7%	75.4%	38.7%	
DK/NA	30	5	14	0	9	
	5.7%	2.2%	7.0%	.0%	21.5%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	205	195	43	40
	Extremely important	66	51	14	1	0
		12.4%	24.7%	6.9%	1.7%	.2%
	Very important	126	45	56	3	8
		23.9%	21.7%	28.7%	5.9%	19.9%
	Somewhat important	184	73	74	20	6
	35.0%	35.8%	38.1%	47.4%	15.9%	
Not at all important	132	31	44	19	26	
	25.0%	15.3%	22.7%	45.0%	64.0%	
DK/NA	19	5	7	0	0	
	3.6%	2.5%	3.6%	.0%	.0%	

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5E. Search and rescue services	Extremely important	39.0%
		18
	Very important	42.7%
		3
	Somewhat important	7.3%
		5
	Not at all important	10.5%
	DK/NA	0
		.5%
5F. Resident pilot use for recreation	Total	43
	Extremely important	6
		13.6%
	Very important	7
		15.4%
	Somewhat important	6
	14.5%	
Not at all important	21	
	49.3%	
DK/NA	3	
	7.3%	
5G. Visitor use for access to the North Lake Tahoe region	Total	43
	Extremely important	0
		1.1%
	Very important	15
		35.1%
	Somewhat important	10
	22.7%	
Not at all important	11	
	25.5%	
DK/NA	7	
	15.6%	

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	D			
	Very important		E		E
	Somewhat important				
5B. Early forest fire warning	Not at all important				
	DK/NA				
	Extremely important	D	D	D	
5C. Flight instruction and training	Very important				A B C E
	Somewhat important				A
	Not at all important				
5D. Transportation for patients in need of urgent healthcare	DK/NA				
	Extremely important	B C			
	Very important	E			
5E. Search and rescue services	Somewhat important		E		
	Not at all important			A B	
	DK/NA			^a	
5F. Resident pilot use for recreation	Extremely important	B C D			
	Very important			A E	
	Somewhat important				
5G. Visitor use for access to the North Lake Tahoe region	Not at all important				
	DK/NA				
	Extremely important				
5A. Acquiring and maintaining land around the airport for preservation of open space	Very important				
	Somewhat important				
	Not at all important				
5B. Early forest fire warning	DK/NA				
	Extremely important				
	Very important				
5C. Flight instruction and training	Somewhat important				
	Not at all important				
	DK/NA				
5D. Transportation for patients in need of urgent healthcare	Extremely important				
	Very important				
	Somewhat important				
5E. Search and rescue services	Not at all important				
	DK/NA				
	Extremely important				
5F. Resident pilot use for recreation	Very important				
	Somewhat important				
	Not at all important				
5G. Visitor use for access to the North Lake Tahoe region	DK/NA				
	Extremely important				
	Very important				

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	
	Very important	
	Somewhat important	
5B. Early forest fire warning	Not at all important	A B
	DK/NA	
	Extremely important	D
5C. Flight instruction and training	Very important	
	Somewhat important	A B
	Not at all important	
5D. Transportation for patients in need of urgent healthcare	DK/NA	
	Extremely important	
	Very important	
5E. Search and rescue services	Somewhat important	A B
	Not at all important	
	DK/NA	
5F. Resident pilot use for recreation	Extremely important	
	Very important	
	Somewhat important	
5G. Visitor use for access to the North Lake Tahoe region	Not at all important	A
	DK/NA	
	Extremely important	
5A. Acquiring and maintaining land around the airport for preservation of open space	Very important	C
	Somewhat important	
	Not at all important	
5B. Early forest fire warning	DK/NA	
	Extremely important	
	Very important	
5C. Flight instruction and training	Somewhat important	
	Not at all important	
	DK/NA	
5D. Transportation for patients in need of urgent healthcare	Extremely important	
	Very important	
	Somewhat important	
5E. Search and rescue services	Not at all important	A B
	DK/NA	
	Extremely important	
5F. Resident pilot use for recreation	Very important	
	Somewhat important	
	Not at all important	
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	
	Extremely important	
	Very important	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	527	78	19	322	65
	Extremely important	175	34	7	109	13
		33.1%	43.0%	38.0%	33.9%	20.0%
	Very important	205	28	7	136	25
		39.0%	36.2%	35.3%	42.3%	39.5%
	Somewhat important	98	11	1	57	19
		18.6%	14.4%	3.9%	17.8%	29.6%
Not at all important	44	3	4	18	6	
	8.3%	3.7%	22.9%	5.6%	8.9%	
DK/NA	6	2	0	1	1	
	1.0%	2.7%	.0%	.4%	2.0%	
5B. Early forest fire warning	Total	527	78	19	322	65
	Extremely important	299	41	7	206	17
		56.7%	52.3%	36.9%	63.9%	25.8%
	Very important	171	25	8	95	34
		32.4%	31.7%	43.0%	29.6%	52.0%
	Somewhat important	28	8	2	12	6
		5.3%	10.5%	10.6%	3.6%	9.7%
Not at all important	16	2	0	3	5	
	3.0%	3.2%	1.6%	.8%	8.2%	
DK/NA	14	2	1	7	3	
	2.6%	2.4%	7.9%	2.1%	4.3%	
5C. Flight instruction and training	Total	527	78	19	322	65
	Extremely important	86	7	5	68	2
		16.4%	8.5%	28.8%	21.1%	3.2%
	Very important	116	18	0	82	14
		22.0%	22.8%	.0%	25.3%	21.1%
	Somewhat important	170	27	8	114	16
		32.2%	34.2%	40.4%	35.4%	24.8%
Not at all important	140	21	6	52	33	
	26.6%	27.4%	30.8%	16.1%	51.0%	
DK/NA	15	6	0	7	0	
	2.8%	7.1%	.0%	2.1%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	527	78	19	322	65
	Extremely important	313	48	9	206	25
		59.4%	60.7%	48.3%	64.0%	38.2%
	Very important	152	25	6	85	26
		28.8%	32.2%	29.3%	26.4%	40.3%
	Somewhat important	32	3	4	17	8
		6.1%	3.8%	20.7%	5.2%	12.9%
Not at all important	25	3	0	13	4	
	4.7%	3.3%	1.6%	4.0%	6.8%	
DK/NA	5	0	0	2	1	
	.9%	.0%	.0%	.5%	1.9%	
5E. Search and rescue services	Total	527	78	19	322	65
	Extremely important	274	40	11	182	24

		Shift	
		DK/NA on Both	Switch to DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	17	26
	Extremely important	3	8
		20.2%	31.5%
	Very important	3	6
		17.7%	20.9%
	Somewhat important	1	8
		5.7%	31.3%
Not at all important	8	4	
	51.4%	16.3%	
DK/NA	1	0	
	5.0%	.0%	
5B. Early forest fire warning	Total	17	26
	Extremely important	10	18
		60.1%	69.8%
	Very important	4	5
		23.0%	18.5%
	Somewhat important	0	0
		.0%	.0%
Not at all important	2	3	
	11.2%	11.6%	
DK/NA	1	0	
	5.6%	.0%	
5C. Flight instruction and training	Total	17	26
	Extremely important	0	4
		2.8%	14.8%
	Very important	1	2
		7.5%	6.6%
	Somewhat important	1	5
		3.2%	18.1%
Not at all important	13	15	
	78.6%	57.7%	
DK/NA	1	1	
	7.9%	2.8%	
5D. Transportation for patients in need of urgent healthcare	Total	17	26
	Extremely important	8	17
		51.1%	65.4%
	Very important	4	6
		24.6%	23.0%
	Somewhat important	0	0
		.6%	.0%
Not at all important	2	3	
	11.2%	11.6%	
DK/NA	2	0	
	12.5%	.0%	
5E. Search and rescue services	Total	17	26
	Extremely important	3	14

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
5E. Search and rescue services	Extremely important	52.1%	50.7%	60.2%	56.6%	37.5%
		206	33	4	123	28
	Very important	39.1%	41.6%	19.8%	38.2%	43.6%
		33	4	3	15	8
	Somewhat important	6.3%	4.5%	18.3%	4.6%	12.9%
		13	2	0	2	4
	Not at all important	2.5%	3.1%	1.6%	.7%	5.6%
	DK/NA	0	0	0	0	0
		.1%	.0%	.0%	.0%	.4%
5F. Resident pilot use for recreation	Total	527	78	19	322	65
	Extremely important	58	2	0	49	1
		11.1%	2.2%	1.6%	15.2%	2.0%
	Very important	120	15	2	90	8
		22.8%	18.8%	8.1%	27.8%	11.6%
	Somewhat important	156	32	6	102	10
	29.7%	40.5%	34.0%	31.8%	14.9%	
Not at all important	162	26	11	67	38	
	30.8%	33.0%	56.3%	20.8%	58.1%	
DK/NA	30	4	0	14	9	
	5.7%	5.5%	.0%	4.4%	13.4%	
5G. Visitor use for access to the North Lake Tahoe region	Total	527	78	19	322	65
	Extremely important	66	10	0	54	0
		12.4%	13.1%	1.6%	16.8%	.8%
	Very important	126	11	2	90	9
		23.9%	13.9%	8.1%	27.8%	14.0%
	Somewhat important	184	26	13	122	14
	35.0%	32.7%	69.2%	37.9%	21.4%	
Not at all important	132	23	4	53	41	
	25.0%	29.2%	21.1%	16.4%	63.8%	
DK/NA	19	9	0	4	0	
	3.6%	11.1%	.0%	1.1%	.0%	

		Shift	
		DK/NA on Both	Switch to DK/NA
5E. Search and rescue services	Extremely important	17.0%	52.7%
		10	9
	Very important	59.3%	32.3%
		2	1
	Somewhat important	13.7%	3.4%
		1	3
	Not at all important	8.7%	11.6%
	DK/NA	0	0
		1.3%	.0%
5F. Resident pilot use for recreation	Total	17	26
	Extremely important	6	0
		35.2%	.0%
	Very important	0	7
		.0%	25.1%
	Somewhat important	3	4
	16.4%	13.3%	
Not at all important	6	16	
	34.0%	58.9%	
DK/NA	2	1	
	14.4%	2.8%	
5G. Visitor use for access to the North Lake Tahoe region	Total	17	26
	Extremely important	0	0
		2.8%	.0%
	Very important	7	8
		42.4%	30.5%
	Somewhat important	4	6
	23.4%	22.3%	
Not at all important	3	8	
	19.0%	29.7%	
DK/NA	2	5	
	12.4%	17.5%	

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
	Somewhat important		C ^a		
	Not at all important		.		
5B. Early forest fire warning	DK/NA	D		D	
	Extremely important				C
	Very important				
	Somewhat important				C
5C. Flight instruction and training	Not at all important				
	DK/NA				
	Extremely important		D ^a	D	
	Very important		.		
5D. Transportation for patients in need of urgent healthcare	Somewhat important				
	Not at all important				
	DK/NA		.a		
	Extremely important			D	
5E. Search and rescue services	Very important			E	
	Somewhat important				
	Not at all important				C
	DK/NA	a	.a	.a	
5F. Resident pilot use for recreation	Extremely important			A	
	Very important				
	Somewhat important	D			
	Not at all important		C ^a		A C
5G. Visitor use for access to the North Lake Tahoe region	DK/NA		.a		C
	Extremely important			D	
	Very important				
	Somewhat important		D F		
	Not at all important				A B C E F
	DK/NA	C	.a		

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important		
	Very important		
	Somewhat important	A C D	
	Not at all important		
5B. Early forest fire warning	DK/NA		D
	Extremely important		
	Very important	.a	
	Somewhat important		
5C. Flight instruction and training	Not at all important	C	C ^a
	DK/NA		.a
	Extremely important		
	Very important		
5D. Transportation for patients in need of urgent healthcare	Somewhat important	A C	
	Not at all important		
	DK/NA		
	Extremely important		
5E. Search and rescue services	Very important		
	Somewhat important		
	Not at all important	C	.a
	DK/NA		
5F. Resident pilot use for recreation	Extremely important	A D F	
	Very important	.a	
	Somewhat important		
	Not at all important		C
5G. Visitor use for access to the North Lake Tahoe region	DK/NA		
	Extremely important		
	Very important		
	Somewhat important		
	Not at all important		C
	DK/NA	C D	C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
Total		527	527
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	18 3.4%	18 3.4%
	About the right amount	276 52.4%	276 52.4%
	Not enough	133 25.2%	133 25.2%
	DK/NA	100 18.9%	100 18.9%

Comparisons of Column Proportions^{a,b}

		Total
		(A)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?		
Too much		.
About the right amount		.
Not enough		.
DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
Total		527	284	240	3
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	18 3.4%	18 6.3%	0 .1%	0 .0%
	About the right amount	276 52.4%	135 47.4%	141 59.0%	0 .0%
	Not enough	133 25.2%	87 30.7%	45 18.8%	1 26.9%
	DK/NA	100 18.9%	44 15.6%	53 22.1%	2 73.1%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male (A)	Female (B)	Other (C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	B		a
	About the right amount		A	a
	Not enough	B		
	DK/NA			A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
Total		527	77	101	110	162	70	7
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	18 3.4%	4 5.0%	1 1.3%	1 1.1%	10 6.4%	1 2.1%	0 .0%
	About the right amount	276 52.4%	53 68.9%	52 51.1%	53 47.9%	73 44.7%	41 59.4%	4 67.6%
	Not enough	133 25.2%	12 15.1%	29 28.9%	40 36.7%	39 23.9%	11 15.3%	2 32.4%
	DK/NA	100 18.9%	8 11.0%	19 18.7%	16 14.2%	40 25.0%	16 23.2%	0 .0%

Comparisons of Column Proportions^{b,c}

		Age					
		18-29 (A)	30-39 (B)	40-49 (C)	50-64 (D)	65+ (E)	Not coded (F)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much						a
	About the right amount	D					
	Not enough			A E			
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	19	60	14	21	33	21	31
	Too much	18	1	5	1	0	1	0	2
		3.4%	6.5%	8.0%	6.8%	.0%	3.7%	.0%	7.1%
	About the right amount	276	10	22	4	12	19	15	12
		52.4%	53.2%	36.0%	27.8%	59.3%	56.2%	69.8%	39.2%
Not enough	133	7	14	8	5	10	4	10	
	25.2%	36.5%	23.1%	55.1%	22.5%	30.9%	16.8%	33.0%	
DK/NA	100	1	20	1	4	3	3	6	
	18.9%	3.8%	32.8%	10.4%	18.2%	9.2%	13.4%	20.6%	

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	6	19	5	9	26	49	43
	Too much	0	0	0	0	0	0	1
		.0%	.0%	.0%	.0%	.0%	.8%	1.9%
	About the right amount	5	12	3	6	8	21	16
		78.5%	61.2%	61.9%	67.6%	28.8%	42.2%	36.8%
Not enough	1	4	0	3	9	13	20	
	21.5%	21.2%	.0%	28.7%	34.6%	26.9%	45.3%	
DK/NA	0	3	2	0	10	15	7	
	.0%	17.6%	38.1%	3.7%	36.6%	30.0%	16.0%	

		Date						
		June 10	June 11	June 12	June 13	June 14	June 15	June 16
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	19	42	13	4	9	3	5
	Too much	0	7	0	0	0	0	0
		.0%	15.4%	.0%	.0%	.0%	.0%	.0%
	About the right amount	14	25	7	4	3	3	4
		74.9%	58.4%	52.4%	100.0%	37.0%	100.0%	79.2%
Not enough	2	4	6	0	4	0	0	
	10.4%	9.8%	46.8%	.0%	44.1%	.0%	.0%	
DK/NA	3	7	0	0	2	0	1	
	14.7%	16.4%	.8%	.0%	18.9%	.0%	20.8%	

		Date
		June 17
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	76
	Too much	0
		.0%
	About the right amount	53
	70.4%	
Not enough	10	
	13.0%	
DK/NA	12	
	16.5%	

Comparisons of Column Proportions^{b,c}

		Date							
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				a		a		a
	About the right amount								
	Not enough			V					
	DK/NA								a

Comparisons of Column Proportions^{b,c}

		Date								
		June 3	June 4	June 5	June 7	June 8	June 9	June 10	June 11	
		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a	a	a			a		
	About the right amount									
	Not enough						P V			
	DK/NA									

Comparisons of Column Proportions^{b,c}

		Date					
		June 12	June 13	June 14	June 15	June 16	June 17
		(Q)	(R)	(S)	(T)	(U)	(V)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a	a	a	a	a
	About the right amount		a		a		B L
	Not enough		a		a	a	
	DK/NA		a		a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	10	18	11	12	72	53	19	14
	Too much	18	0	0	0	0	0	1	0	0
		3.4%	.0%	.0%	.0%	.0%	.0%	2.5%	.4%	.0%
	About the right amount	276	4	8	4	10	35	19	14	11
		52.4%	37.0%	44.3%	36.6%	87.0%	48.5%	35.9%	74.7%	77.7%
Not enough	133	1	5	6	2	17	6	2	3	
	25.2%	14.7%	30.5%	56.3%	13.0%	23.0%	10.5%	9.9%	20.8%	
DK/NA	100	5	4	1	0	20	27	3	0	
	18.9%	48.3%	25.2%	7.1%	.0%	28.5%	51.1%	14.9%	1.5%	

		Zip Code		
		96160	96161	96162
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	11	301	7
	Too much	0	17	0
	About the right amount	9	155	7
	Not enough	0	92	0
	DK/NA	2	37	0
		18.2%	12.4%	.0%

Comparisons of Column Proportions^{b,c}

		Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a	a	a	a			a	a
	About the right amount	.	.	.	.	.			.	.
	Not enough			F						
	DK/NA	J			a	J	H	J		

Comparisons of Column Proportions^{b,c}

		Zip Code	
		96161	96162
		(J)	(K)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much		a
	About the right amount		.
	Not enough		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	319	2	26	24	7	70
	Too much	17	0	6	0	0	0
	About the right amount	171	2	11	13	6	46
	Not enough	92	0	1	10	1	17
	DK/NA	39	0	8	1	0	6
		12.3%	.0%	30.8%	4.6%	.0%	8.6%

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	7	7	6	2
	Too much	0	0	0	0
	About the right amount	2	7	4	1
	Not enough	4	1	2	1
	DK/NA	1	0	0	1
		15.7%	.0%	.0%	39.0%

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	13	42	24	58	26
	Too much	0	1	2	6	0
	About the right amount	5	12	10	32	17
	Not enough	8	24	6	13	5
	DK/NA	1	5	5	7	4
		5.4%	11.2%	21.7%	12.1%	14.4%

		Neighborhood
		DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	5
	Too much	0
	About the right amount	4
	Not enough	0
	DK/NA	1
		17.9%

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Alder	Donner Lake	Downtown	Gateway	Glenshire
		(A)	(B)	(C)	(D)	(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	E	a	a	
	About the right amount	.	.	.	.	K
	Not enough				a	
	DK/NA	a			.	

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
		(F)	(G)	(H)	(I)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a	a	a
	About the right amount				
	Not enough				
	DK/NA		a	a	

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much					
	About the right amount					
	Not enough	B	B M			
	DK/NA					

Comparisons of Column Proportions ^{b,c}

		Neighborhood
		DK/NA
		(O)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a
	About the right amount	
	Not enough	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	19	66	142	92
	Too much	18	0	7	3	5
		3.4%	.0%	10.7%	1.9%	5.6%
	About the right amount	276	11	31	71	51
		52.4%	59.0%	46.5%	49.8%	54.8%
	Not enough	133	1	14	39	23
	25.2%	3.7%	21.1%	27.6%	25.2%	
DK/NA	100	7	14	29	13	
	18.9%	37.2%	21.7%	20.6%	14.5%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	81	48	76	3
	Too much	2	0	1	0
		2.8%	.4%	1.1%	.0%
	About the right amount	44	27	39	3
		55.2%	55.5%	50.9%	100.0%
	Not enough	21	13	22	0
	25.7%	26.7%	29.5%	.0%	
DK/NA	13	8	14	0	
	16.3%	17.4%	18.6%	.0%	

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a			
	About the right amount				
	Not enough				
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				a
	About the right amount				a
	Not enough				a
	DK/NA				a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	154	369	4
	Too much	18	6	12	0
		3.4%	4.0%	3.3%	.0%
	About the right amount	276	87	186	3
		52.4%	56.7%	50.4%	72.0%
	Not enough	133	40	92	0
	25.2%	26.1%	25.1%	8.2%	
DK/NA	100	20	78	1	
	18.9%	13.3%	21.3%	19.8%	

b,c

Comparisons of Column Proportions

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much			a
	About the right amount			
	Not enough			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	369	365	3
	Too much	12	12	0
	About the right amount	186	184	2
	Not enough	92	91	1
	DK/NA	78	78	0
		21.3%	21.5%	.0%

Comparisons of Column Proportions b,c

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much		a
	About the right amount		
	Not enough		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	2	2	8	397
	Too much	18	0	0	0	11
	About the right amount	276	0	1	5	213
	Not enough	133	2	1	1	96
	DK/NA	100	0	0	2	76
		18.9%	.0%	.0%	24.2%	19.3%

		Ethnic Group			
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	96	1	1	7
	Too much	6	0	0	1
	About the right amount	52	1	0	3
	Not enough	26	0	0	4
	DK/NA	12	0	1	0
		12.2%	.0%	47.5%	.7%

		Ethnic Group
		DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	14
	Too much	0
	About the right amount	2
	Not enough	3
	DK/NA	9
		63.5%

Comparisons of Column Proportions c,d

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,b	a,b	b		
	About the right amount	a,b	a		|	|
	Not enough	a,b	a			
	DK/NA	a,b	a,b			

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,b	a,b		
	About the right amount	a,b	a		
	Not enough	a,b	a		
	DK/NA	a,b	a		DE

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	287	279	9
	Too much	16	16	0
	About the right amount	150	147	3
	Not enough	87	82	4
	DK/NA	34	32	2

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much		a
	About the right amount		
	Not enough		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	287	2	26	24	7	70
	Too much	16	0	6	0	0	0
	About the right amount	150	2	11	13	6	46
	Not enough	87	0	1	10	1	17
	DK/NA	34	0	8	1	0	6

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	7	6	13	42
	Too much	0	0	0	1
	About the right amount	7	4	5	12
	Not enough	1	2	8	24
	DK/NA	0	0	1	5

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	24	58	9
	Too much	2	6	0
	About the right amount	10	32	3
	Not enough	6	13	4
	DK/NA	5	7	2

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Alder	Donner Lake	Downtown	Gateway	Glenshore
		(A)	(B)	(C)	(D)	(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	E	a	a	
	About the right amount					I
	Not enough					
	DK/NA	a			a	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
		(F)	(G)	(H)	(I)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a		
	About the right amount				
	Not enough			B	BEK
	DK/NA	a	a		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much			a
	About the right amount			
	Not enough			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	18	276	133	100
	Too much	18	18	0	0	0
	About the right amount	276	0	276	0	0
	Not enough	133	0	0	133	0
		25.2%	.0%	.0%	100.0%	.0%
	DK/NA	100	0	0	0	100
	18.9%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	a	a	a
	About the right amount	a	a	a	a
	Not enough	a	a	a	a
	DK/NA	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	66	99	163	123
	Too much	18	0	10	2	6
	About the right amount	276	17	34	109	85
	Not enough	133	40	42	26	17
		25.2%	61.6%	42.4%	16.1%	13.4%
	DK/NA	100	8	12	26	15
	18.9%	12.5%	12.4%	15.9%	12.2%	

		Reduce Number of Flights
		Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	77
	Too much	0
	About the right amount	31
	Not enough	8
		10.4%
	DK/NA	38
	49.6%	

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	C		
	About the right amount			ABE	ABE
	Not enough	CDE	CDE		
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a
	About the right amount	
	Not enough	
	DK/NA	A B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	82	172	132	88
	Too much	18	7	4	6	0
	About the right amount	276	44	103	63	53
		52.4%	53.5%	59.8%	47.5%	60.6%
	Not enough	133	16	33	39	30
		25.2%	19.9%	19.4%	29.5%	34.1%
DK/NA	100	14	31	24	4	
	18.9%	17.6%	18.2%	18.4%	5.0%	

		Remain the Way it Is
		Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	53
	Too much	0
	About the right amount	13
		25.2%
	Not enough	14
		26.9%
DK/NA	25	
	47.9%	

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	D			
	About the right amount	E	E		E
	Not enough				
	DK/NA		D	D	

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a
	About the right amount	
	Not enough	
	DK/NA	A B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	232	221	33	10
	Too much	18	8	9	0	0
		3.4%	3.6%	4.2%	.3%	.0%
	About the right amount	276	138	108	13	4
		52.4%	59.6%	49.1%	38.8%	41.2%
	Not enough	133	47	58	13	6
	25.2%	20.1%	26.3%	38.3%	58.8%	
DK/NA	100	39	45	7	0	
	18.9%	16.7%	20.4%	22.6%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
Total		32
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	0 1.3%
	About the right amount	13 40.7%
	Not enough	10 31.2%
	DK/NA	9 26.8%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				a
	About the right amount				
	Not enough				A
	DK/NA				a

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	
	About the right amount	
	Not enough	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
Total		527	61	465	1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	18 3.4%	7 11.6%	11 2.4%	0 .0%
	About the right amount	276 52.4%	31 50.4%	244 52.6%	1 100.0%
	Not enough	133 25.2%	11 17.5%	122 26.3%	0 .0%
	DK/NA	100 18.9%	13 20.6%	87 18.8%	0 .0%

Comparisons of Column Proportions^{s,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	B		a,b
	About the right amount			a,b
	Not enough			a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
Total		527	398	128	1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	18 3.4%	11 2.8%	6 4.8%	1 100.0%
	About the right amount	276 52.4%	227 57.1%	49 38.2%	0 .0%
	Not enough	133 25.2%	90 22.6%	43 33.4%	0 .0%
	DK/NA	100 18.9%	70 17.5%	30 23.6%	0 .0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	B		a,.b
	About the right amount		A	a,.b
	Not enough			a,.b
	DK/NA			a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	160	188	60	30
	Too much	18 3.4%	10 6.2%	2 .9%	7 11.0%	0 .0%
	About the right amount	276 52.4%	107 67.2%	117 61.9%	10 16.3%	0 .0%
	Not enough	133 25.2%	17 10.5%	35 18.4%	35 58.2%	26 88.0%
	DK/NA	100 18.9%	26 16.2%	35 18.8%	9 14.5%	4 12.0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	89
	Too much	0 .0%
	About the right amount	43 47.8%
	Not enough	20 22.9%
	DK/NA	26 29.4%

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	B		B	a
	About the right amount	C E	C		a
	Not enough			A B E	A B C E
	DK/NA				

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a
	About the right amount	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	205	195	43	40
	Too much	18 3.4%	8 4.1%	3 1.6%	7 15.1%	0 .2%
	About the right amount	276 52.4%	164 79.8%	79 40.5%	8 18.1%	5 12.7%
	Not enough	133 25.2%	6 2.7%	61 31.3%	24 56.7%	34 84.5%
	DK/NA	100 18.9%	27 13.3%	52 26.6%	4 10.1%	1 2.6%

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	43
	Too much	0
	About the right amount	20
	Not enough	8
	DK/NA	15
		35.0%

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much			AB	
	About the right amount	B C D E	D		
	Not enough		A	A B E	A B E
	DK/NA		A D		

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	. ^a
	About the right amount	C D
	Not enough	A
	DK/NA	A D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	527	78	19	322	65
	Too much	18	0	0	12	7
	About the right amount	276	37	5	206	7
	Not enough	133	22	12	45	46
	DK/NA	100	20	1	60	4
		18.9%	25.2%	7.3%	18.5%	6.3%

		Shift	
		DK/NA on Both	Switch to DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	17	26
	Too much	0	0
	About the right amount	3	17
	Not enough	4	4
	DK/NA	10	5
		57.6%	20.8%

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	. ^a	. ^a		C
	About the right amount	D		B D E	
	Not enough	C	A C F		A C E F
	DK/NA	D			

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	. ^a	. ^a
	About the right amount		D E
	Not enough		
	DK/NA	B C D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	133	133
Control number of aircraft/Reduce traffic or growth	27	27
	20.7%	20.7%
Implement curfew/Regulate hours	23	23
	17.5%	17.5%
Noise or size restriction on aircraft	36	36
	27.1%	27.1%
Regulate flight patterns/Avoid residential areas	42	42
	31.7%	31.7%
Enforce rules/regulations/Issue fines	8	8
	5.8%	5.8%
Don't fly too low	10	10
	7.5%	7.5%
Those that use it should pay more	7	7
	5.6%	5.6%
Stop expansion	3	3
	2.4%	2.4%
Push traffic to Reno/Provide transportation to Reno	5	5
	3.5%	3.5%
Benefit locals	2	2
	1.7%	1.7%
Use the control tower	2	2
	1.6%	1.6%
97.00	6	6
	4.8%	4.8%
Other	4	4
	3.2%	3.2%
Not sure/DK/NA	8	8
	5.9%	5.9%

Comparisons of Column Proportions^{a,b}

		Total
		Total (A)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	.
	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Enforce rules/regulations/Issue fines	.
	Don't fly too low	.
	Those that use it should pay more	.
	Stop expansion	.
	Push traffic to Reno/Provide transportation to Reno	.
	Benefit locals	.
	Use the control tower	.
	97.00	.
	Other	.
	Not sure/DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	133	87	45	1
Control number of aircraft/Reduce traffic or growth	27	14	12	1
	20.7%	16.4%	27.4%	100.0%
Implement curfew/Regulate hours	23	17	6	0
	17.5%	20.0%	12.9%	.0%
Noise or size restriction on aircraft	36	20	16	0
	27.1%	22.9%	35.8%	.0%
Regulate flight patterns/Avoid residential areas	42	28	14	0
	31.7%	31.7%	32.1%	.0%
Enforce rules/regulations/Issue fines	8	5	2	0
	5.8%	6.3%	5.0%	.0%
Don't fly too low	10	4	6	0
	7.5%	4.0%	14.4%	.0%
Those that use it should pay more	7	6	1	0
	5.6%	7.3%	2.3%	.0%
Stop expansion	3	2	1	0
	2.4%	2.8%	1.6%	.0%
Push traffic to Reno/Provide transportation to Reno	5	3	1	1
	3.5%	3.6%	1.6%	100.0%
Benefit locals	2	1	1	0
	1.7%	1.4%	2.4%	.0%
Use the control tower	2	2	0	0
	1.6%	2.1%	.5%	.0%
97.00	6	6	0	0
	4.8%	7.3%	.0%	.0%
Other	4	2	3	0
	3.2%	2.0%	5.6%	.0%
Not sure/DK/NA	8	5	3	0
	5.9%	5.8%	6.2%	.0%

Comparisons of Column Proportions^{c,d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			a, b
	Implement curfew/Regulate hours			a, b
	Noise or size restriction on aircraft			a, b
	Regulate flight patterns/Avoid residential areas			a, b
	Enforce rules/regulations/Issue fines			a, b
	Don't fly too low		A	a, b
	Those that use it should pay more			a, b
	Stop expansion			a, b
	Push traffic to Reno/Provide transportation to Reno			a, b
	Benefit locals			a, b
	Use the control tower		.b	a, b
	97.00			a, b
	Other			a, b
	Not sure/DK/NA			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
Total	133	12	29	40	39	11	2
Control number of aircraft/Reduce traffic or growth	27	0	6	11	8	2	1
	20.7%	.0%	19.8%	26.6%	20.3%	16.3%	62.4%
Implement curfew/Regulate hours	23	4	11	1	6	1	1
	17.5%	33.3%	36.7%	3.1%	15.7%	6.1%	27.7%
Noise or size restriction on aircraft	36	4	4	12	13	3	0
	27.1%	33.3%	14.3%	30.5%	32.9%	23.8%	17.4%
Regulate flight patterns/Avoid residential areas	42	8	7	8	14	5	1
	31.7%	66.7%	24.9%	18.7%	35.1%	44.2%	54.5%
Enforce rules/regulations/Issue fines	8	0	2	3	1	1	1
	5.8%	.0%	6.5%	8.1%	2.4%	10.0%	26.9%
Don't fly too low	10	0	0	6	4	1	0
	7.5%	.0%	.0%	13.7%	9.2%	7.9%	.0%
Those that use it should pay more	7	4	1	2	0	0	0
	5.6%	33.3%	3.6%	6.1%	.0%	.0%	.0%
Stop expansion	3	0	0	0	3	0	0
	2.4%	.0%	.0%	.0%	8.3%	.0%	.0%
Push traffic to Reno/Provide transportation to Reno	5	0	0	0	4	0	0
	3.5%	.0%	.0%	.0%	11.0%	3.9%	.0%
Benefit locals	2	0	1	1	0	0	0
	1.7%	.0%	3.7%	3.0%	.0%	.0%	.0%
Use the control tower	2	0	0	0	2	0	0
	1.6%	.0%	.0%	.0%	4.8%	2.0%	.0%
97.00	6	0	0	6	0	0	0
	4.8%	.0%	.0%	15.8%	.0%	.0%	.0%
Other	4	0	1	0	3	0	0
	3.2%	.0%	3.7%	.0%	7.7%	.0%	10.7%
Not sure/DK/NA	8	0	2	1	2	2	0
	5.9%	.0%	8.4%	1.8%	6.1%	21.3%	.0%

Comparisons of Column Proportions^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
Control number of aircraft/Reduce traffic or growth	a					
Implement curfew/Regulate hours	C	C				
Noise or size restriction on aircraft						
Regulate flight patterns/Avoid residential areas	C					
Enforce rules/regulations/Issue fines	a					
Don't fly too low	a	a				a
Those that use it should pay more	B C			a	a	a
Stop expansion	a	a	a			a
Push traffic to Reno/Provide transportation to Reno	a	a	a			a
Benefit locals	a			a	a	a
Use the control tower	a	a	a	a	a	a
97.00	a					
Other	a		a		a	a
Not sure/DK/NA	a					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date					
		May 26	May 27	May 28	May 29	May 30	May 31
Total	133	7	14	8	5	10	4
Control number of aircraft/Reduce traffic or growth	27	0	3	0	3	1	2
	20.7%	.0%	22.7%	2.8%	68.0%	7.1%	61.7%
Implement curfew/Regulate hours	23	0	1	0	0	2	1
	17.5%	.0%	6.7%	.0%	.0%	19.1%	30.6%
Noise or size restriction on aircraft	36	2	4	1	1	1	2
	27.1%	28.3%	31.1%	12.3%	18.8%	8.1%	52.8%
Regulate flight patterns/Avoid residential areas	42	3	4	0	1	2	3
	31.7%	37.0%	30.3%	.0%	21.9%	16.9%	89.5%
Enforce rules/regulations/Issue fines	8	2	2	0	0	1	0
	5.8%	34.8%	15.0%	.0%	.0%	12.0%	.0%
Don't fly too low	10	0	2	0	1	1	0
	7.5%	.0%	11.2%	2.8%	21.9%	9.8%	.0%
Those that use it should pay more	7	0	1	0	0	0	0
	5.6%	.0%	7.6%	.0%	.0%	.0%	.0%
Stop expansion	3	0	0	1	1	0	0
	2.4%	.0%	.0%	12.3%	28.6%	.0%	.0%
Push traffic to Reno/Provide transportation to Reno	5	1	0	1	1	1	0
	3.5%	12.7%	3.0%	12.3%	17.4%	7.1%	.0%
Benefit locals	2	0	1	0	0	0	0
	1.7%	.0%	7.8%	.0%	.0%	.0%	.0%
Use the control tower	2	0	0	0	0	2	0
	1.6%	.0%	.0%	.0%	.0%	18.1%	6.0%
97.00	6	0	0	6	0	0	0
	4.8%	.0%	.0%	84.8%	.0%	.0%	.0%
Other	4	0	0	0	0	1	1
	3.2%	.0%	.0%	.0%	.0%	7.1%	20.6%
Not sure/DK/NA	8	0	3	0	0	2	0
	5.9%	.0%	21.1%	.0%	.0%	18.1%	.0%

	Total	Date					
		June 1	June 2	June 3	June 4	June 5	June 7	June 8
Total	10	1	4	0	3	9	13
Control number of aircraft/Reduce traffic or growth	0	0	0	0	0	7	3
	.0%	.0%	5.2%	.0%	.0%	81.7%	25.1%
Implement curfew/Regulate hours	0	0	0	0	0	1	8
	.0%	.0%	5.2%	.0%	16.0%	8.0%	59.6%
Noise or size restriction on aircraft	8	0	2	0	0	2	1
	79.4%	.0%	55.4%	.0%	16.0%	21.6%	5.5%
Regulate flight patterns/Avoid residential areas	3	0	2	0	0	2	2
	27.7%	30.8%	44.8%	100.0%	.0%	19.4%	14.8%
Enforce rules/regulations/Issue fines	1	0	0	0	0	0	0
	5.6%	.0%	.0%	.0%	16.0%	.0%	.0%
Don't fly too low	1	0	0	0	1	0	1
	9.1%	.0%	.0%	.0%	38.2%	.0%	9.3%
Those that use it should pay more	0	0	0	0	1	0	0
	.0%	.0%	.0%	.0%	45.7%	.0%	.0%
Stop expansion	0	1	0	0	0	0	0
	.0%	69.2%	.0%	.0%	.0%	.0%	.0%
Push traffic to Reno/Provide transportation to Reno	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Benefit locals	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Use the control tower	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
97.00	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Other	0	0	0	0	0	0	2
	.0%	.0%	.0%	.0%	.0%	.0%	11.5%
Not sure/DK/NA	0	0	0	0	0	0	0
	.0%	.0%	10.1%	.0%	.0%	.0%	.0%

	Date					
	June 9	June 10	June 11	June 12	June 14	June 17
Total	20	2	4	6	4	10
Control number of aircraft/Reduce traffic or growth	2	0	2	1	0	2
	9.0%	8.2%	46.8%	13.9%	.0%	24.0%
Implement curfew/Regulate hours	5	0	1	2	0	2
	26.2%	.0%	14.2%	37.6%	.0%	20.8%
Noise or size restriction on aircraft	8	1	0	2	0	1
	41.1%	36.9%	.0%	31.6%	.0%	11.6%
Regulate flight patterns/Avoid residential areas	8	0	2	2	4	5
	40.5%	8.2%	50.1%	32.6%	100.0%	46.0%
Enforce rules/regulations/Issue fines	1	0	0	0	0	0
	5.3%	.0%	.0%	.0%	.0%	.0%
Don't fly too low	3	0	0	0	0	0
	15.3%	.0%	.0%	.0%	.0%	.0%
Those that use it should pay more	5	0	0	0	0	0
	26.2%	.0%	.0%	.0%	.0%	.0%
Stop expansion	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Push traffic to Reno/Provide transportation to Reno	1	0	0	0	0	0
	4.8%	.0%	.0%	.0%	.0%	.0%
Benefit locals	1	0	0	0	0	0
	6.3%	.0%	.0%	.0%	.0%	.0%
Use the control tower	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
97.00	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Other	0	1	0	0	0	0
	.0%	54.9%	.0%	.0%	.0%	2.3%
Not sure/DK/NA	1	0	1	0	0	1
	3.2%	.0%	17.2%	.0%	.0%	13.0%

7. What do you feel the airport could do differently?

Comparisons of Column Proportions ^{c,d}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a						a
	Implement curfew/Regulate hours	a		a				a
	Noise or size restriction on aircraft							M
	Regulate flight patterns/Avoid residential areas			a				
	Enforce rules/regulations/Issue fines			a	a		a	
	Don't fly too low	a					a	
	Those that use it should pay more	a		a	a	a	a	a
	Stop expansion	a				a	a	a
	Push traffic to Reno/Provide transportation to Reno	a		a	a	a	a	a
	Benefit locals	a	a	a	a	a	a	a
	Use the control tower	a	a	a	a	a	a	a
	97.00	a	a	a	a		a	a
	Other	a	a	a	a		a	a
	Not sure/DK/NA	a		a	a		a	a

Comparisons of Column Proportions ^{c,d}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a, b		a, b	a	N		
	Implement curfew/Regulate hours	a, b		a, b				
	Noise or size restriction on aircraft	a, b		a, b				
	Regulate flight patterns/Avoid residential areas	b		a, b	a			
	Enforce rules/regulations/Issue fines	a, b	a	a, b		a	a	
	Don't fly too low	a, b	a	a, b		a		
	Those that use it should pay more	a, b	a	a, b		a	a	a
	Stop expansion	b	a	a, b	a	a	a	a
	Push traffic to Reno/Provide transportation to Reno	a, b	a	a, b	a	a	a	a
	Benefit locals	a, b	a	a, b	a	a	a	
	Use the control tower	a, b	a	a, b	a	a	a	a
	97.00	a, b	a	a, b	a	a	a	a
	Other	a, b	a	a, b	a			a
	Not sure/DK/NA	a, b		a, b	a	a	a	

Comparisons of Column Proportions^{c,d}

		Date				
		June 10	June 11	June 12	June 14	June 17
		(O)	(P)	(Q)	(R)	(S)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	.b			a	
	Implement curfew/Regulate hours	a,.b			a	
	Noise or size restriction on aircraft	.b	a			
	Regulate flight patterns/Avoid residential areas	.b				
	Enforce rules/regulations/Issue fines	a,.b		a	a	a
	Don't fly too low	a,.b	a	a	a	a
	Those that use it should pay more	a,.b	a	a	a	a
	Stop expansion	a,.b	a	a	a	a
	Push traffic to Reno/Provide transportation to Reno	a,.b	a	a	a	a
	Benefit locals	a,.b	a	a	a	a
	Use the control tower	a,.b	a	a	a	a
	97.00	a,.b	a	a	a	a
	Other	.b	a	a	a	.
	Not sure/DK/NA	a,.b	.	a	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Zip Code							
		95728	96140	96141	96142	96143	96145	96146	
7. What do you feel the airport could do differently?	Total	133	1	5	6	2	17	6	2
	Control number of aircraft/Reduce traffic or growth	27	0	3	0	0	0	1	0
		20.7%	.0%	51.4%	.0%	.0%	.0%	16.6%	.1%
	Implement curfew/Regulate hours	23	0	2	6	0	2	1	0
		17.5%	.0%	39.1%	100.0%	.0%	11.8%	14.8%	.0%
	Noise or size restriction on aircraft	36	0	0	0	0	9	0	1
		27.1%	.0%	8.0%	.0%	.0%	56.0%	.0%	61.4%
	Regulate flight patterns/Avoid residential areas	42	1	2	0	0	2	2	1
		31.7%	100.0%	31.2%	.0%	.0%	9.9%	31.4%	38.6%
	Enforce rules/regulations/Issue fines	8	0	0	0	0	0	0	0
		5.8%	.0%	8.0%	.0%	.0%	.0%	.0%	.0%
	Don't fly too low	10	0	0	0	0	2	0	0
		7.5%	.0%	.0%	.0%	.0%	13.6%	4.9%	.0%
	Those that use it should pay more	7	0	0	0	0	0	0	0
		5.6%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Stop expansion	3	0	0	0	0	0	0	0
		2.4%	.0%	.0%	.0%	.0%	.0%	.0%	.1%
	Push traffic to Reno/Provide transportation to Reno	5	0	0	0	0	0	0	0
		3.5%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Benefit locals	2	0	0	0	0	0	0	0
		1.7%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Use the control tower	2	0	0	0	0	0	0	0
		1.6%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	97.00	6	0	0	0	0	0	0	0
		4.8%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Other	4	0	0	0	2	0	0	0
		3.2%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%
	Not sure/DK/NA	8	0	0	0	0	1	3	0
		5.9%	.0%	.0%	.0%	.0%	8.7%	47.0%	.0%

	Zip Code			
	96148	96160	96161	96162
Total	3	0	92	0
Control number of aircraft/Reduce traffic or growth	0	0	24	0
	5.5%	14.3%	25.8%	.0%
Implement curfew/Regulate hours	1	0	11	0
	41.8%	28.6%	12.0%	25.0%
Noise or size restriction on aircraft	1	0	24	0
	29.8%	14.3%	26.6%	50.0%
Regulate flight patterns/Avoid residential areas	1	0	34	0
	28.4%	85.7%	37.1%	25.0%
Enforce rules/regulations/Issue fines	0	0	7	0
	.0%	.0%	8.0%	25.0%
Don't fly too low	0	0	7	0
	.0%	14.3%	8.1%	.0%
Those that use it should pay more	0	0	7	0
	.0%	.0%	8.1%	.0%
Stop expansion	0	0	3	0
	.0%	.0%	3.5%	.0%
Push traffic to Reno/Provide transportation to Reno	1	0	4	0
	29.8%	.0%	4.2%	25.0%
Benefit locals	0	0	2	0
	.0%	.0%	2.5%	.0%
Use the control tower	0	0	2	0
	.0%	.0%	2.3%	.0%
97.00	0	0	6	0
	.0%	.0%	7.0%	.0%
Other	0	0	3	0
	.0%	.0%	3.0%	.0%
Not sure/DK/NA	0	0	4	0
	.0%	.0%	4.1%	.0%

7. What do you feel the airport could do differently?

Comparisons of Column Proportions ^{c,d}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a, b		.b	a, b	.b		a	
	Implement curfew/Regulate hours	a, b		.b	a, b			a, b	
	Noise or size restriction on aircraft	a, b		.b	a, b		.b	a	
	Regulate flight patterns/Avoid residential areas	a, b		.b	a, b			a	
	Enforce rules/regulations/Issue fines	a, b		.b	a, b	.b	.b	a, b	.b
	Don't fly too low	a, b	.b	.b	a, b			a, b	.b
	Those that use it should pay more	a, b	.b	.b	a, b	.b	.b	a, b	.b
	Stop expansion	a, b	.b	.b	a, b	.b	.b	a	.b
	Push traffic to Reno/Provide transportation to Reno	a, b	.b	.b	a, b	.b	.b	a, b	J
	Benefit locals	a, b	.b	.b	a, b	.b	.b	a, b	.b
	Use the control tower	a, b	.b	.b	a, b	.b	.b	a, b	.b
	97.00	a, b	.b	.b	a, b	.b	.b	a, b	.b
	Other	a, b	.b	.b	a, b	.b		a, b	.b
	Not sure/DK/NA	a, b	.b	.b	a, b		J	a, b	.b

Comparisons of Column Proportions ^{c,d}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a		a, b
	Implement curfew/Regulate hours	a		a
	Noise or size restriction on aircraft	a		a
	Regulate flight patterns/Avoid residential areas	a		a
	Enforce rules/regulations/Issue fines	a, b		a
	Don't fly too low	a		a, b
	Those that use it should pay more	a, b		a, b
	Stop expansion	a, b		a
	Push traffic to Reno/Provide transportation to Reno	a, b		a
	Benefit locals	a, b		a, b
	Use the control tower	a, b		a, b
	97.00	a, b		a, b
	Other	a, b		a, b
	Not sure/DK/NA	a, b		a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Neighborhood					
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	92	0	1	10	1	17
Control number of aircraft/Reduce traffic or growth	24	0	0	7	0	5
	25.8%	.0%	.0%	74.7%	.0%	27.3%
Implement curfew/Regulate hours	11	0	0	0	0	1
	12.0%	.0%	.0%	.0%	.0%	7.1%
Noise or size restriction on aircraft	24	0	0	0	0	3
	26.6%	.0%	22.5%	.0%	.0%	18.4%
Regulate flight patterns/Avoid residential areas	34	0	0	1	0	5
	37.1%	.0%	.1%	12.0%	.0%	29.9%
Enforce rules/regulations/Issue fines	7	0	0	0	0	1
	8.0%	100.0%	.0%	.0%	.0%	5.4%
Don't fly too low	7	0	1	0	0	1
	8.1%	.0%	77.4%	.0%	.0%	4.2%
Those that use it should pay more	7	0	0	0	0	0
	8.1%	.0%	.0%	.0%	.0%	.0%
Stop expansion	3	0	0	0	1	1
	3.5%	.0%	.0%	.0%	100.0%	4.2%
Push traffic to Reno/Provide transportation to Reno	4	0	0	1	0	1
	4.2%	.0%	.0%	7.6%	.0%	4.7%
Benefit locals	2	0	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%
Use the control tower	2	0	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%	.0%
97.00	6	0	0	0	0	6
	7.0%	.0%	.0%	.0%	.0%	36.8%
Other	3	0	0	0	0	1
	3.0%	.0%	.0%	.0%	.0%	4.2%
Not sure/DK/NA	4	0	0	2	0	0
	4.1%	.0%	.0%	21.0%	.0%	2.4%

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
Total	4	1	2	1
Control number of aircraft/Reduce traffic or growth	1	1	0	0
	39.2%	100.0%	.0%	.0%
Implement curfew/Regulate hours	0	1	0	0
	.0%	100.0%	.1%	.0%
Noise or size restriction on aircraft	0	1	0	1
	11.6%	100.0%	20.4%	100.0%
Regulate flight patterns/Avoid residential areas	3	1	1	0
	78.0%	100.0%	38.7%	.0%
Enforce rules/regulations/Issue fines	0	0	1	0
	.0%	.0%	48.6%	.0%
Don't fly too low	1	0	0	0
	28.8%	.0%	.0%	.0%
Those that use it should pay more	0	0	0	0
	.0%	.0%	.0%	.0%
Stop expansion	0	0	0	0
	.0%	.0%	.0%	.0%
Push traffic to Reno/Provide transportation to Reno	0	0	0	0
	.0%	.0%	.0%	.0%
Benefit locals	0	0	0	0
	.0%	.0%	.0%	.0%
Use the control tower	0	0	0	0
	.0%	.0%	10.4%	.0%
97.00	0	0	0	0
	.0%	.0%	.0%	.0%
Other	0	0	0	0
	.0%	.0%	.0%	.0%
Not sure/DK/NA	0	0	0	0
	.0%	.0%	20.4%	.0%

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
7. What do you feel the airport could do differently?	Total	8	24	6	13	5
	Control number of aircraft/Reduce traffic or growth	3 44.8%	4 17.3%	0 3.3%	2 14.8%	0 .0%
	Implement curfew/Regulate hours	0 .0%	3 14.0%	1 11.3%	5 39.1%	0 .0%
	Noise or size restriction on aircraft	2 26.0%	10 43.0%	2 36.9%	2 17.7%	2 37.6%
	Regulate flight patterns/Avoid residential areas	2 30.0%	10 41.7%	4 59.6%	4 34.1%	3 60.4%
	Enforce rules/regulations/Issue fines	3 38.8%	1 5.2%	0 .0%	0 .0%	1 20.8%
	Don't fly too low	1 12.3%	0 1.8%	0 .0%	1 8.0%	3 52.0%
	Those that use it should pay more	0 .0%	5 21.0%	1 19.1%	1 9.5%	0 .0%
	Stop expansion	0 .0%	0 .0%	0 .0%	2 12.0%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	0 .0%	0 1.8%	0 .0%	1 7.2%	1 18.8%
	Benefit locals	0 .0%	1 4.6%	1 19.1%	0 .0%	0 .0%
	Use the control tower	0 .0%	0 .0%	1 14.5%	1 7.2%	0 .0%
	97.00	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Other	1 9.6%	1 4.6%	0 3.5%	0 .0%	0 .0%
	Not sure/DK/NA	0 .0%	0 .0%	0 .0%	1 7.2%	0 .0%

	Neighborhood	
	DK/NA	
7. What do you feel the airport could do differently?	Total	0
	Control number of aircraft/Reduce traffic or growth	0 .0%
	Implement curfew/Regulate hours	0 .0%
	Noise or size restriction on aircraft	0 100.0%
	Regulate flight patterns/Avoid residential areas	0 100.0%
	Enforce rules/regulations/Issue fines	0 .0%
	Don't fly too low	0 .0%
	Those that use it should pay more	0 .0%
	Stop expansion	0 .0%
	Push traffic to Reno/Provide transportation to Reno	0 .0%
	Benefit locals	0 .0%
	Use the control tower	0 .0%
	97.00	0 .0%
	Other	0 .0%
	Not sure/DK/NA	0 .0%

Comparisons of Column Proportions ^{c,d}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a,,b	a,,b	K	a,,b	
	Implement curfew/Regulate hours	a,,b	a,,b		a,,b	
	Noise or size restriction on aircraft	a,,b	a	.b	a,,b	
	Regulate flight patterns/Avoid residential areas	a,,b	a		a,,b	
	Enforce rules/regulations/Issue fines	a,,b	a,,b	.b	a,,b	
	Don't fly too low	a,,b	a	.b	a,,b	
	Those that use it should pay more	a,,b	a,,b	.b	a,,b	.b
	Stop expansion	a,,b	a,,b	.b	a,,b	
	Push traffic to Reno/Provide transportation to Reno	a,,b	a,,b	.b	a,,b	
	Benefit locals	a,,b	a,,b	.b	a,,b	.b
	Use the control tower	a,,b	a,,b	.b	a,,b	.b
	97.00	a,,b	a,,b	.b	a,,b	
	Other	a,,b	a,,b	.b	a,,b	
	Not sure/DK/NA	a,,b	a,,b		a,,b	

Comparisons of Column Proportions ^{c,d}

		Neighborhood			
		Gray's Crossing (F)	Martis Valley Estates (G)	Northstar/Lahontan (H)	Old Greenwood (I)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		a,,b		a,,b
	Implement curfew/Regulate hours	.b	a,,b		a,,b
	Noise or size restriction on aircraft		a,,b		a,,b
	Regulate flight patterns/Avoid residential areas		a,,b		a,,b
	Enforce rules/regulations/Issue fines	.b	a,,b		a,,b
	Don't fly too low		a,,b		a,,b
	Those that use it should pay more	.b	a,,b	.b	a,,b
	Stop expansion	.b	a,,b	.b	a,,b
	Push traffic to Reno/Provide transportation to Reno	.b	a,,b	.b	a,,b
	Benefit locals	.b	a,,b	.b	a,,b
	Use the control tower	.b	a,,b	.b	a,,b
	97.00	.b	a,,b	.b	a,,b
	Other	.b	a,,b	.b	a,,b
	Not sure/DK/NA	.b	a,,b		a,,b

Comparisons of Column Proportions ^{c,d}

		Neighborhood				
		Olympic Heights (J)	Ponderosa/Sierra Meadows (K)	Prosser (L)	Tahoe Donner (M)	Other (N)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth					.b
	Implement curfew/Regulate hours	.b				.b
	Noise or size restriction on aircraft					
	Regulate flight patterns/Avoid residential areas					
	Enforce rules/regulations/Issue fines			.b	.b	
	Don't fly too low			.b		K
	Those that use it should pay more	.b				.b
	Stop expansion	.b	.b	.b		.b
	Push traffic to Reno/Provide transportation to Reno	.b		.b		.b
	Benefit locals	.b			.b	.b
	Use the control tower	.b	.b			.b
	97.00	.b	.b	.b	.b	.b
	Other	.b	.b		.b	.b
	Not sure/DK/NA	.b	.b	.b		.b

Comparisons of Column Proportions ^{c,d}

		Neighborhood
		DK/NA (O)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a,,b
	Implement curfew/Regulate hours	a,,b
	Noise or size restriction on aircraft	a,,b
	Regulate flight patterns/Avoid residential areas	a,,b
	Enforce rules/regulations/Issue fines	a,,b
	Don't fly too low	a,,b
	Those that use it should pay more	a,,b
	Stop expansion	a,,b
	Push traffic to Reno/Provide transportation to Reno	a,,b
	Benefit locals	a,,b
	Use the control tower	a,,b
	97.00	a,,b
	Other	a,,b
	Not sure/DK/NA	a,,b

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
7. What do you feel the airport could do differently?	Total	133	1	14	39	23
	Control number of aircraft/Reduce traffic or growth	27 20.7%	1 99.9%	2 15.2%	10 24.6%	6 26.4%
	Implement curfew/Regulate hours	23 17.5%	0 .0%	4 28.1%	10 26.3%	2 8.1%
	Noise or size restriction on aircraft	36 27.1%	0 .0%	4 29.4%	5 13.1%	7 29.2%
	Regulate flight patterns/Avoid residential areas	42 31.7%	0 .1%	8 57.2%	13 33.9%	7 31.1%
	Enforce rules/regulations/Issue fines	8 5.8%	0 .0%	1 6.7%	3 6.9%	1 6.2%
	Don't fly too low	10 7.5%	0 .0%	2 14.8%	0 .7%	4 18.1%
	Those that use it should pay more	7 5.6%	0 .0%	1 7.6%	0 .0%	5 22.1%
	Stop expansion	3 2.4%	0 .0%	0 .0%	1 2.4%	1 3.1%
	Push traffic to Reno/Provide transportation to Reno	5 3.5%	0 .0%	0 .0%	2 4.2%	1 3.5%
	Benefit locals	2 1.7%	0 .0%	0 .0%	1 2.8%	1 5.3%
	Use the control tower	2 1.6%	0 .0%	0 .0%	1 2.4%	0 .0%
	97.00	6 4.8%	0 .0%	0 .0%	0 .0%	0 .0%
	Other	4 3.2%	0 .0%	0 .0%	1 2.8%	0 1.0%
	Not sure/DK/NA	8 5.9%	0 .0%	1 5.9%	3 8.1%	0 .0%

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
7. What do you feel the airport could do differently?	Total	21	13	22
	Control number of aircraft/Reduce traffic or growth	4 19.1%	2 14.2%	3 13.8%
	Implement curfew/Regulate hours	4 20.3%	1 7.3%	2 8.9%
	Noise or size restriction on aircraft	4 20.5%	4 34.3%	11 51.2%
	Regulate flight patterns/Avoid residential areas	4 19.3%	4 34.2%	5 23.5%
	Enforce rules/regulations/Issue fines	2 10.9%	0 .0%	0 1.9%
	Don't fly too low	1 4.5%	2 12.1%	1 4.2%
	Those that use it should pay more	0 .0%	1 9.6%	0 .0%
	Stop expansion	1 4.5%	0 .0%	1 2.8%
	Push traffic to Reno/Provide transportation to Reno	0 .0%	2 17.3%	0 .0%
	Benefit locals	0 .0%	0 .0%	0 .0%
	Use the control tower	0 .0%	1 7.2%	0 1.0%
	97.00	6 30.9%	0 .0%	0 .0%
	Other	0 .0%	1 5.7%	2 10.1%
	Not sure/DK/NA	0 2.0%	0 3.2%	3 13.4%

Comparisons of Column Proportions ^{c,d}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	.a			
	Implement curfew/Regulate hours	a,.b			
	Noise or size restriction on aircraft	a,.b			
	Regulate flight patterns/Avoid residential areas	.a			
	Enforce rules/regulations/Issue fines	a,.b			
	Don't fly too low	a,.b			
	Those that use it should pay more	a,.b		.b	
	Stop expansion	a,.b	.b		
	Push traffic to Reno/Provide transportation to Reno	a,.b	.b		
	Benefit locals	a,.b	.b		.b
	Use the control tower	a,.b	.b	.b	.b
	97.00	a,.b	.b	.b	.b
	Other	a,.b	.b		.b
	Not sure/DK/NA	a,.b			.b

Comparisons of Column Proportions ^{c,d}

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
		(E)	(F)	(G)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			
	Implement curfew/Regulate hours			
	Noise or size restriction on aircraft			C
	Regulate flight patterns/Avoid residential areas			
	Enforce rules/regulations/Issue fines		.b	
	Don't fly too low			.b
	Those that use it should pay more	.b		.b
	Stop expansion		.b	
	Push traffic to Reno/Provide transportation to Reno	.b		
	Benefit locals	.b	.b	.b
	Use the control tower	.b	.b	.b
	97.00	.b	.b	.b
	Other	.b		
	Not sure/DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
7. What do you feel the airport could do differently?	Total	133	40	92	0
	Control number of aircraft/Reduce traffic or growth	27	4	23	0
		20.7%	10.5%	24.8%	100.0%
	Implement curfew/Regulate hours	23	12	11	0
		17.5%	29.7%	12.2%	.0%
	Noise or size restriction on aircraft	36	12	24	0
		27.1%	28.8%	26.1%	100.0%
	Regulate flight patterns/Avoid residential areas	42	10	32	0
		31.7%	24.0%	35.1%	.0%
	Enforce rules/regulations/Issue fines	8	2	6	0
		5.8%	4.9%	6.3%	.0%
	Don't fly too low	10	1	9	0
		7.5%	1.8%	10.0%	.0%
	Those that use it should pay more	7	1	6	0
		5.6%	3.1%	6.7%	.0%
	Stop expansion	3	0	3	0
		2.4%	.0%	3.5%	.0%
	Push traffic to Reno/Provide transportation to Reno	5	0	5	0
	3.5%	.0%	5.1%	.0%	
Benefit locals	2	0	2	0	
	1.7%	.0%	2.5%	.0%	
Use the control tower	2	0	2	0	
	1.6%	.0%	2.2%	.0%	
97.00	6	6	0	0	
	4.8%	15.9%	.0%	.0%	
Other	4	0	4	0	
	3.2%	.0%	4.6%	.0%	
Not sure/DK/NA	8	1	7	0	
	5.9%	2.9%	7.2%	.0%	

Comparisons of Column Proportions ^{c,d}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			a,b
	Implement curfew/Regulate hours	B		a,b
	Noise or size restriction on aircraft			a,b
	Regulate flight patterns/Avoid residential areas			a,b
	Enforce rules/regulations/Issue fines			a,b
	Don't fly too low			a,b
	Those that use it should pay more			a,b
	Stop expansion	.b		a,b
	Push traffic to Reno/Provide transportation to Reno	.b		a,b
	Benefit locals	.b		a,b
	Use the control tower	.b	.b	a,b
	97.00			a,b
	Other	.b		a,b
	Not sure/DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
7. What do you feel the airport could do differently?	Total	92	91	1
	Control number of aircraft/Reduce traffic or growth	23	22	1
		24.8%	24.3%	63.7%
	Implement curfew/Regulate hours	11	11	0
		12.2%	12.4%	.0%
	Noise or size restriction on aircraft	24	24	0
		26.1%	26.4%	.0%
	Regulate flight patterns/Avoid residential areas	32	32	0
		35.1%	35.6%	.0%
	Enforce rules/regulations/Issue fines	6	6	0
		6.3%	6.3%	.0%
	Don't fly too low	9	9	0
		10.0%	10.1%	.0%
	Those that use it should pay more	6	6	0
		6.7%	6.8%	.0%
	Stop expansion	3	2	1
		3.5%	2.7%	63.7%
	Push traffic to Reno/Provide transportation to Reno	5	5	0
	5.1%	5.1%	.0%	
Benefit locals	2	2	0	
	2.5%	2.5%	.0%	
Use the control tower	2	2	0	
	2.2%	2.3%	.0%	
Other	4	4	0	
	4.6%	4.7%	.0%	
Not sure/DK/NA	7	6	0	
	7.2%	6.8%	36.3%	

Comparisons of Column Proportions^{c,d}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		a
	Implement curfew/Regulate hours		a,b
	Noise or size restriction on aircraft		a,b
	Regulate flight patterns/Avoid residential areas		a,b
	Enforce rules/regulations/Issue fines		a,b
	Don't fly too low		a,b
	Those that use it should pay more		a,b
	Stop expansion		a
	Push traffic to Reno/Provide transportation to Reno		a,b
	Benefit locals		a,b
	Use the control tower		a,b
	Other		a
	Not sure/DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
7. What do you feel the airport could do differently?	Total	133	2	1	1	96
	Control number of aircraft/Reduce traffic or growth	27	0	0	0	20
		20.7%	.0%	.0%	.0%	21.1%
	Implement curfew/Regulate hours	23	0	0	0	17
		17.5%	.0%	.0%	.1%	17.9%
	Noise or size restriction on aircraft	36	0	0	0	25
		27.1%	.0%	.0%	.0%	26.1%
	Regulate flight patterns/Avoid residential areas	42	0	1	1	40
		31.7%	.0%	100.0%	100.0%	41.8%
	Enforce rules/regulations/Issue fines	8	0	0	0	6
		5.8%	.0%	.0%	.0%	6.1%
	Don't fly too low	10	0	0	0	10
		7.5%	.0%	.0%	.1%	10.1%
	Those that use it should pay more	7	0	0	1	6
		5.6%	.0%	.0%	99.9%	6.6%
	Stop expansion	3	0	0	0	3
		2.4%	.0%	.0%	.0%	2.7%
	Push traffic to Reno/Provide transportation to Reno	5	0	0	0	4
	3.5%	.0%	.0%	.0%	4.0%	
Benefit locals	2	0	0	0	2	
	1.7%	.0%	.0%	.0%	2.4%	
Use the control tower	2	0	0	0	2	
	1.6%	.0%	.0%	.0%	2.2%	
97.00	6	0	0	0	0	
	4.8%	.0%	.0%	.0%	.0%	
Other	4	2	0	0	3	
	3.2%	100.0%	.0%	.0%	2.6%	
Not sure/DK/NA	8	0	0	0	7	
	5.9%	.0%	.0%	.0%	7.4%	

		Ethnic Group			
		Hispanic/Latino	Some other race	Two or more races	DK/NA
7. What do you feel the airport could do differently?	Total	26	0	4	3
	Control number of aircraft/Reduce traffic or growth	6 24.3%	0 .0%	0 .0%	1 25.4%
	Implement curfew/Regulate hours	6 23.1%	0 .0%	0 .0%	0 .0%
	Noise or size restriction on aircraft	7 28.2%	0 .0%	2 44.5%	2 56.8%
	Regulate flight patterns/Avoid residential areas	0 .0%	0 99.6%	0 .0%	0 2.2%
	Enforce rules/regulations/Issue fines	0 .0%	0 .0%	1 23.4%	1 29.2%
	Don't fly too low	0 .0%	0 .0%	0 .0%	0 8.5%
	Those that use it should pay more	0 .0%	0 .0%	0 .0%	0 .0%
	Stop expansion	0 .0%	0 .0%	1 14.9%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	0 .0%	0 .0%	0 .0%	1 25.4%
	Benefit locals	0 .0%	0 .0%	0 .0%	0 .0%
	Use the control tower	0 .0%	0 .0%	0 .0%	0 .0%
	97.00	6 24.3%	0 .0%	0 .0%	0 .0%
	Other	0 .0%	0 .4%	0 .0%	0 7.1%
	Not sure/DK/NA	0 .0%	0 .0%	1 17.3%	0 .0%

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a,,b	a,,b	a,,b	
	Implement curfew/Regulate hours	a,,b	a,,b	a	
	Noise or size restriction on aircraft	a,,b	a,,b	a,,b	
	Regulate flight patterns/Avoid residential areas	a,,b	a,,b	a,,b	
	Enforce rules/regulations/Issue fines	a,,b	a,,b	a,,b	
	Don't fly too low	a,,b	a,,b	a	
	Those that use it should pay more	a,,b	a,,b	a	
	Stop expansion	a,,b	a,,b	a,,b	
	Push traffic to Reno/Provide transportation to Reno	a,,b	a,,b	a,,b	
	Benefit locals	a,,b	a,,b	a,,b	
	Use the control tower	a,,b	a,,b	a,,b	.b
	97.00	a,,b	a,,b	a,,b	
	Other	a,,b	a,,b	a,,b	
	Not sure/DK/NA	a,,b	a,,b	a,,b	

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Hispanic/Latino	Some other race	Two or more races	DK/NA
		(E)	(F)	(G)	(H)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		a,,b	.b	
	Implement curfew/Regulate hours		a,,b	.b	
	Noise or size restriction on aircraft		a,,b		
	Regulate flight patterns/Avoid residential areas	.b	a	.b	
	Enforce rules/regulations/Issue fines	.b	a,,b		
	Don't fly too low	.b	a,,b	.b	
	Those that use it should pay more	.b	a,,b	.b	.b
	Stop expansion	.b	a,,b		.b
	Push traffic to Reno/Provide transportation to Reno	.b	a,,b	.b	
	Benefit locals	.b	a,,b	.b	.b
	Use the control tower	.b	a,,b	.b	.b
	97.00	.b	a,,b	.b	.b
	Other	.b	a	.b	
	Not sure/DK/NA	.b	a,,b		.b

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
7. What do you feel the airport could do differently?	Total	87	82	4
	Control number of aircraft/Reduce traffic or growth	24 27.3%	22 27.0%	1 32.5%
	Implement curfew/Regulate hours	11 12.7%	11 13.4%	0 .0%
	Noise or size restriction on aircraft	22 26.0%	21 25.9%	1 26.6%
	Regulate flight patterns/Avoid residential areas	31 35.8%	28 34.3%	3 64.8%
	Enforce rules/regulations/Issue fines	6 7.3%	6 7.7%	0 .0%
	Don't fly too low	5 5.6%	4 4.7%	1 23.9%
	Those that use it should pay more	7 8.6%	7 9.0%	0 .0%
	Stop expansion	3 3.7%	3 3.9%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	3 3.3%	3 3.5%	0 .0%
	Benefit locals	2 2.7%	2 2.8%	0 .0%
	Use the control tower	2 2.4%	2 2.5%	0 .0%
	97.00	6 7.4%	6 7.8%	0 .0%
	Other	3 3.2%	3 3.4%	0 .0%
	Not sure/DK/NA	4 4.3%	4 4.6%	0 .0%

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		
	Implement curfew/Regulate hours		a
	Noise or size restriction on aircraft		
	Regulate flight patterns/Avoid residential areas		
	Enforce rules/regulations/Issue fines		a
	Don't fly too low		
	Those that use it should pay more		a
	Stop expansion		a
	Push traffic to Reno/Provide transportation to Reno		a
	Benefit locals		a
	Use the control tower		a
	97.00		a
	Other		a
	Not sure/DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport				
		Total	Alder	Donner Lake	Downtown	Gateway
7. What do you feel the airport could do differently?	Total	87	0	1	10	1
	Control number of aircraft/Reduce traffic or growth	24	0	0	7	0
		27.3%	.0%	.0%	74.7%	.0%
	Implement curfew/Regulate hours	11	0	0	0	0
		12.7%	.0%	.0%	.0%	.0%
	Noise or size restriction on aircraft	22	0	0	0	0
		26.0%	.0%	22.5%	.0%	.0%
	Regulate flight patterns/Avoid residential areas	31	0	0	1	0
		35.8%	.0%	.1%	12.0%	.0%
	Enforce rules/regulations/Issue fines	6	0	0	0	0
		7.3%	100.0%	.0%	.0%	.0%
	Don't fly too low	5	0	1	0	0
		5.6%	.0%	77.4%	.0%	.0%
	Those that use it should pay more	7	0	0	0	0
		8.6%	.0%	.0%	.0%	.0%
	Stop expansion	3	0	0	0	1
		3.7%	.0%	.0%	.0%	100.0%
	Push traffic to Reno/Provide transportation to Reno	3	0	0	1	0
	3.3%	.0%	.0%	7.6%	.0%	
Benefit locals	2	0	0	0	0	
	2.7%	.0%	.0%	.0%	.0%	
Use the control tower	2	0	0	0	0	
	2.4%	.0%	.0%	.0%	.0%	
97.00	6	0	0	0	0	
	7.4%	.0%	.0%	.0%	.0%	
Other	3	0	0	0	0	
	3.2%	.0%	.0%	.0%	.0%	
Not sure/DK/NA	4	0	0	2	0	
	4.3%	.0%	.0%	21.0%	.0%	

		Vicinity of Airport			
		Glenshore	Martis Valley Estates	Northstar/Lahontan	Olympic Heights
7. What do you feel the airport could do differently?	Total	17	1	2	8
	Control number of aircraft/Reduce traffic or growth	5	1	0	3
		27.3%	100.0%	.0%	44.8%
	Implement curfew/Regulate hours	1	1	0	0
		7.1%	100.0%	.1%	.0%
	Noise or size restriction on aircraft	3	1	0	2
		18.4%	100.0%	20.4%	26.0%
	Regulate flight patterns/Avoid residential areas	5	1	1	2
		29.9%	100.0%	38.7%	30.0%
	Enforce rules/regulations/Issue fines	1	0	1	3
		5.4%	.0%	48.6%	38.8%
	Don't fly too low	1	0	0	1
		4.2%	.0%	.0%	12.3%
	Those that use it should pay more	0	0	0	0
		.0%	.0%	.0%	.0%
	Stop expansion	1	0	0	0
		4.2%	.0%	.0%	.0%
	Push traffic to Reno/Provide transportation to Reno	1	0	0	0
	4.7%	.0%	.0%	.0%	
Benefit locals	0	0	0	0	
	.0%	.0%	.0%	.0%	
Use the control tower	0	0	0	0	
	.0%	.0%	10.4%	.0%	
97.00	6	0	0	0	
	36.8%	.0%	.0%	.0%	
Other	1	0	0	1	
	4.2%	.0%	.0%	9.6%	
Not sure/DK/NA	0	0	0	0	
	2.4%	.0%	20.4%	.0%	

		Vicinity of Airport			
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
7. What do you feel the airport could do differently?	Total	24	6	13	4
	Control number of aircraft/Reduce traffic or growth	4 17.3%	0 3.3%	2 14.8%	1 32.5%
	Implement curfew/Regulate hours	3 14.0%	1 11.3%	5 39.1%	0 .0%
	Noise or size restriction on aircraft	10 43.0%	2 36.9%	2 17.7%	1 26.6%
	Regulate flight patterns/Avoid residential areas	10 41.7%	4 59.6%	4 34.1%	3 64.8%
	Enforce rules/regulations/Issue fines	1 5.2%	0 .0%	0 .0%	0 .0%
	Don't fly too low	0 1.8%	0 .0%	1 8.0%	1 23.9%
	Those that use it should pay more	5 21.0%	1 19.1%	1 9.5%	0 .0%
	Stop expansion	0 .0%	0 .0%	2 12.0%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	0 1.8%	0 .0%	1 7.2%	0 .0%
	Benefit locals	1 4.6%	1 19.1%	0 .0%	0 .0%
	Use the control tower	0 .0%	1 14.5%	1 7.2%	0 .0%
	97.00	0 .0%	0 .0%	0 .0%	0 .0%
	Other	1 4.6%	0 3.5%	0 .0%	0 .0%
	Not sure/DK/NA	0 .0%	0 .0%	1 7.2%	0 .0%

Comparisons of Column Proportions^{c,d}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a,,b	a,,b	|	a,,b	
	Implement curfew/Regulate hours	a,,b	a,,b		a,,b	
	Noise or size restriction on aircraft	a,,b	a	,b	a,,b	
	Regulate flight patterns/Avoid residential areas	a,,b	a		a,,b	
	Enforce rules/regulations/Issue fines	a,,b	a,,b	,b	a,,b	
	Don't fly too low	a,,b	a	,b	a,,b	
	Those that use it should pay more	a,,b	a,,b	,b	a,,b	,b
	Stop expansion	a,,b	a,,b	,b	a,,b	
	Push traffic to Reno/Provide transportation to Reno	a,,b	a,,b		a,,b	
	Benefit locals	a,,b	a,,b	,b	a,,b	,b
	Use the control tower	a,,b	a,,b	,b	a,,b	,b
	97.00	a,,b	a,,b	,b	a,,b	
	Other	a,,b	a,,b	,b	a,,b	
	Not sure/DK/NA	a,,b	a,,b		a,,b	

Comparisons of Column Proportions^{c,d}

		Vicinity of Airport			
		Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a,,b			
	Implement curfew/Regulate hours	a,,b		,b	
	Noise or size restriction on aircraft	a,,b			
	Regulate flight patterns/Avoid residential areas	a,,b			
	Enforce rules/regulations/Issue fines	a,,b			
	Don't fly too low	a,,b			
	Those that use it should pay more	a,,b	,b	,b	
	Stop expansion	a,,b	,b	,b	,b
	Push traffic to Reno/Provide transportation to Reno	a,,b	,b	,b	
	Benefit locals	a,,b	,b	,b	
	Use the control tower	a,,b	,b	,b	,b
	97.00	a,,b	,b	,b	,b
	Other	a,,b	,b		
	Not sure/DK/NA	a,,b		,b	,b

Comparisons of Column Proportions^{c,d}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			
	Implement curfew/Regulate hours			.b
	Noise or size restriction on aircraft			
	Regulate flight patterns/Avoid residential areas			
	Enforce rules/regulations/Issue fines	.b	.b	.b
	Don't fly too low	.b		
	Those that use it should pay more			.b
	Stop expansion	.b		.b
	Push traffic to Reno/Provide transportation to Reno	.b		.b
	Benefit locals		.b	.b
	Use the control tower	.b	.b	.b
	97.00	.b	.b	.b
	Other		.b	.b
	Not sure/DK/NA	.b		.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft	
		Total	Not enough
7. What do you feel the airport could do differently?	Total	133	133
	Control number of aircraft/Reduce traffic or growth	27	27
		20.7%	20.7%
	Implement curfew/Regulate hours	23	23
		17.5%	17.5%
	Noise or size restriction on aircraft	36	36
		27.1%	27.1%
	Regulate flight patterns/Avoid residential areas	42	42
		31.7%	31.7%
	Enforce rules/regulations/Issue fines	8	8
		5.8%	5.8%
	Don't fly too low	10	10
		7.5%	7.5%
	Those that use it should pay more	7	7
		5.6%	5.6%
	Stop expansion	3	3
		2.4%	2.4%
Push traffic to Reno/Provide transportation to Reno	5	5	
	3.5%	3.5%	
Benefit locals	2	2	
	1.7%	1.7%	
Use the control tower	2	2	
	1.6%	1.6%	
97.00	6	6	
	4.8%	4.8%	
Other	4	4	
	3.2%	3.2%	
Not sure/DK/NA	8	8	
	5.9%	5.9%	

Comparisons of Column Proportions ^{a,b}

		Amount Airport is Doing About Noise/Low Flying Aircraft
		Not enough
		(A)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	.
	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Enforce rules/regulations/Issue fines	.
	Don't fly too low	.
	Those that use it should pay more	.
	Stop expansion	.
	Push traffic to Reno/Provide transportation to Reno	.
	Benefit locals	.
	Use the control tower	.
	97.00	.
	Other	.
	Not sure/DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
7. What do you feel the airport could do differently?	Total	133	40	42	26
	Control number of aircraft/Reduce traffic or growth	27	13	4	8
		20.7%	32.2%	10.1%	30.9%
	Implement curfew/Regulate hours	23	4	16	0
		17.5%	9.8%	38.6%	.0%
	Noise or size restriction on aircraft	36	17	6	2
		27.1%	41.9%	14.1%	6.0%
	Regulate flight patterns/Avoid residential areas	42	14	17	5
		31.7%	33.6%	40.6%	19.1%
	Enforce rules/regulations/Issue fines	8	2	1	2
		5.8%	6.2%	3.2%	8.3%
	Don't fly too low	10	2	5	1
		7.5%	5.4%	11.2%	3.6%
	Those that use it should pay more	7	5	0	0
		5.6%	12.7%	.0%	.0%
	Stop expansion	3	1	2	0
		2.4%	2.3%	5.4%	.0%
	Push traffic to Reno/Provide transportation to Reno	5	3	1	0
		3.5%	8.4%	2.1%	.0%
	Benefit locals	2	1	1	0
	1.7%	3.0%	2.6%	.0%	
Use the control tower	2	1	0	1	
	1.6%	2.3%	.0%	4.4%	
97.00	6	0	0	6	
	4.8%	.0%	.0%	24.5%	
Other	4	2	2	1	
	3.2%	5.0%	3.6%	2.8%	
Not sure/DK/NA	8	1	1	3	
	5.9%	3.2%	1.7%	10.7%	

	Reduce Number of Flights	
	Strongly disagree	Not sure/DK/NA
Total	17	8
Control number of aircraft/Reduce traffic or growth	2 13.1%	0 .0%
Implement curfew/Regulate hours	2 11.0%	1 16.0%
Noise or size restriction on aircraft	11 68.0%	0 5.2%
Regulate flight patterns/Avoid residential areas	5 32.0%	1 15.7%
Enforce rules/regulations/Issue fines	2 9.3%	0 2.6%
Don't fly too low	1 5.6%	1 15.4%
Those that use it should pay more	0 .0%	2 28.4%
Stop expansion	0 .0%	0 .0%
Push traffic to Reno/Provide transportation to Reno	0 2.5%	0 .0%
Benefit locals	0 .0%	0 .0%
Use the control tower	0 .0%	0 .0%
97.00	0 .0%	0 .0%
Other	0 .0%	0 .0%
Not sure/DK/NA	0 2.5%	3 32.5%

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?				
Control number of aircraft/Reduce traffic or growth				
Implement curfew/Regulate hours		A	a	
Noise or size restriction on aircraft	B C			B C E
Regulate flight patterns/Avoid residential areas				
Enforce rules/regulations/Issue fines				
Don't fly too low				
Those that use it should pay more		a	a	a
Stop expansion			a	a
Push traffic to Reno/Provide transportation to Reno			a	a
Benefit locals		a		a
Use the control tower		a		a
97.00	a			a
Other				a
Not sure/DK/NA				

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a
	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Enforce rules/regulations/Issue fines	.
	Don't fly too low	.
	Those that use it should pay more	.
	Stop expansion	a
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	a
	Use the control tower	a
	97.00	a
	Other	.
	Not sure/DK/NA	B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
7. What do you feel the airport could do differently?	Total	133	16	33	39
	Control number of aircraft/Reduce traffic or growth	27	2	3	15
		20.7%	11.7%	9.2%	39.1%
	Implement curfew/Regulate hours	23	0	8	3
		17.5%	.0%	23.4%	8.2%
	Noise or size restriction on aircraft	36	9	7	6
		27.1%	56.8%	21.1%	15.1%
	Regulate flight patterns/Avoid residential areas	42	3	8	15
		31.7%	20.5%	23.7%	39.0%
	Enforce rules/regulations/Issue fines	8	0	3	0
		5.8%	.0%	9.3%	.0%
	Don't fly too low	10	0	1	5
		7.5%	3.0%	2.2%	13.2%
	Those that use it should pay more	7	0	5	1
		5.6%	.0%	15.3%	2.7%
	Stop expansion	3	0	1	1
		2.4%	.0%	2.8%	1.9%
	Push traffic to Reno/Provide transportation to Reno	5	0	0	2
		3.5%	.0%	1.2%	4.1%
	Benefit locals	2	0	1	0
	1.7%	.0%	3.2%	.0%	
Use the control tower	2	0	0	0	
	1.6%	.0%	.0%	.5%	
97.00	6	0	6	0	
	4.8%	.0%	19.1%	.0%	
Other	4	2	0	3	
	3.2%	9.3%	.0%	6.5%	
Not sure/DK/NA	8	0	2	2	
	5.9%	.0%	6.2%	4.4%	

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
7. What do you feel the airport could do differently?	Total	30	14
	Control number of aircraft/Reduce traffic or growth	7 24.2%	0 .0%
	Implement curfew/Regulate hours	10 34.9%	2 12.1%
	Noise or size restriction on aircraft	12 40.4%	2 12.2%
	Regulate flight patterns/Avoid residential areas	12 39.1%	4 27.5%
	Enforce rules/regulations/Issue fines	3 8.8%	2 14.3%
	Don't fly too low	3 8.6%	1 7.2%
	Those that use it should pay more	1 4.1%	0 .0%
	Stop expansion	1 3.1%	1 4.3%
	Push traffic to Reno/Provide transportation to Reno	3 8.9%	0 .0%
	Benefit locals	1 4.1%	0 .0%
	Use the control tower	2 6.2%	0 .0%
	97.00	0 .0%	0 .0%
	Other	0 .8%	0 .0%
	Not sure/DK/NA	0 .0%	4 28.5%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			B	
	Implement curfew/Regulate hours	a			C
	Noise or size restriction on aircraft	C			
	Regulate flight patterns/Avoid residential areas				
	Enforce rules/regulations/Issue fines	a		a	
	Don't fly too low				
	Those that use it should pay more	a			
	Stop expansion	a			
	Push traffic to Reno/Provide transportation to Reno	a		a	
	Benefit locals	a		a	a
	Use the control tower	a	a		
	97.00	a		a	a
	Other	a	a		a
Not sure/DK/NA	a			a	

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	
	Implement curfew/Regulate hours	
	Noise or size restriction on aircraft	
	Regulate flight patterns/Avoid residential areas	
	Enforce rules/regulations/Issue fines	
	Don't fly too low	
	Those that use it should pay more	a
	Stop expansion	a
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	a
	Use the control tower	a
	97.00	a
	Other	a
Not sure/DK/NA	C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
7. What do you feel the airport could do differently?	Total	133	47	58	13
	Control number of aircraft/Reduce traffic or growth	27	5	15	7
		20.7%	11.7%	25.6%	51.8%
	Implement curfew/Regulate hours	23	7	13	3
		17.5%	15.9%	21.6%	25.8%
	Noise or size restriction on aircraft	36	16	10	4
		27.1%	34.8%	17.7%	30.1%
	Regulate flight patterns/Avoid residential areas	42	14	20	3
		31.7%	29.9%	34.4%	25.9%
	Enforce rules/regulations/Issue fines	8	2	3	1
		5.8%	5.1%	6.0%	7.5%
	Don't fly too low	10	2	5	1
		7.5%	4.8%	8.7%	7.2%
	Those that use it should pay more	7	1	1	0
		5.6%	2.2%	2.1%	.0%
	Stop expansion	3	1	0	2
		2.4%	1.3%	.0%	13.2%
Push traffic to Reno/Provide transportation to Reno	5	1	1	2	
	3.5%	2.0%	1.5%	12.3%	
Benefit locals	2	0	2	0	
	1.7%	.0%	4.0%	.0%	
Use the control tower	2	2	0	0	
	1.6%	4.0%	.4%	.0%	
97.00	6	0	6	0	
	4.8%	.0%	11.0%	.0%	
Other	4	3	1	0	
	3.2%	7.1%	1.3%	.0%	
Not sure/DK/NA	8	4	2	1	
	5.9%	8.3%	3.5%	6.5%	

		Manage the Growth of Operations	
		Strongly disagree	Not sure/DK/NA
7. What do you feel the airport could do differently?	Total	6	10
	Control number of aircraft/Reduce traffic or growth	0	0
		7.3%	2.1%
	Implement curfew/Regulate hours	0	0
		.0%	.0%
	Noise or size restriction on aircraft	1	5
		16.4%	48.7%
	Regulate flight patterns/Avoid residential areas	3	2
		52.0%	19.8%
	Enforce rules/regulations/Issue fines	0	1
		.0%	9.8%
	Don't fly too low	1	1
		12.9%	10.4%
	Those that use it should pay more	0	5
		.0%	51.7%
	Stop expansion	1	0
		16.4%	.0%
Push traffic to Reno/Provide transportation to Reno	1	0	
	23.8%	.0%	
Benefit locals	0	0	
	.0%	.0%	
Use the control tower	0	0	
	.0%	.0%	
97.00	0	0	
	.0%	.0%	
Other	0	0	
	4.0%	.0%	
Not sure/DK/NA	0	1	
	7.3%	6.2%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			A	
	Implement curfew/Regulate hours				
	Noise or size restriction on aircraft				
	Regulate flight patterns/Avoid residential areas				
	Enforce rules/regulations/Issue fines				a
	Don't fly too low				.
	Those that use it should pay more			a	a
	Stop expansion		a		
	Push traffic to Reno/Provide transportation to Reno				B
	Benefit locals	a		a	a
	Use the control tower	.		a	a
	97.00	a		a	a
	Other	.		.	.
	Not sure/DK/NA				

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	
	Implement curfew/Regulate hours	a
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	
	Enforce rules/regulations/Issue fines	
	Don't fly too low	
	Those that use it should pay more	A B
	Stop expansion	
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	a
	Use the control tower	a
	97.00	a
	Other	a
	Not sure/DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Flown Out of Airport		
	Total	Yes	No
Total	133	11	122
Control number of aircraft/Reduce traffic or growth	27	1	26
	20.7%	10.9%	21.5%
Implement curfew/Regulate hours	23	1	22
	17.5%	6.9%	18.4%
Noise or size restriction on aircraft	36	2	34
	27.1%	21.1%	27.7%
Regulate flight patterns/Avoid residential areas	42	6	36
	31.7%	58.1%	29.4%
Enforce rules/regulations/Issue fines	8	2	6
	5.8%	18.1%	4.8%
Don't fly too low	10	2	8
	7.5%	20.4%	6.4%
Those that use it should pay more	7	0	7
	5.6%	.0%	6.1%
Stop expansion	3	0	3
	2.4%	.0%	2.6%
Push traffic to Reno/Provide transportation to Reno	5	0	5
	3.5%	.0%	3.8%
Benefit locals	2	0	2
	1.7%	.0%	1.9%
Use the control tower	2	1	1
	1.6%	8.8%	.9%
97.00	6	0	6
	4.8%	.0%	5.2%
Other	4	2	3
	3.2%	14.3%	2.3%
Not sure/DK/NA	8	0	7
	5.9%	3.9%	6.0%

7. What do you feel the airport could do differently?

Comparisons of Column Proportions ^{b,c}

		Have Flown Out of Airport	
		Yes	No
		(A)	(B)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		
	Implement curfew/Regulate hours		
	Noise or size restriction on aircraft		
	Regulate flight patterns/Avoid residential areas	B	
	Enforce rules/regulations/Issue fines		
	Don't fly too low		
	Those that use it should pay more	a	
	Stop expansion	a	
	Push traffic to Reno/Provide transportation to Reno	a	
	Benefit locals	a	
	Use the control tower	B	
	97.00	a	
	Other		B
	Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Visited for Non-Aviation Reasons		
	Total	Yes	No
Total	133	90	43
Control number of aircraft/Reduce traffic or growth	27 20.7%	19 21.1%	8 19.8%
Implement curfew/Regulate hours	23 17.5%	12 13.3%	11 26.2%
Noise or size restriction on aircraft	36 27.1%	23 25.5%	13 30.6%
Regulate flight patterns/Avoid residential areas	42 31.7%	31 34.6%	11 25.5%
Enforce rules/regulations/Issue fines	8 5.8%	6 7.0%	1 3.4%
Don't fly too low	10 7.5%	7 8.3%	2 5.8%
Those that use it should pay more	7 5.6%	7 8.2%	0 .0%
Stop expansion	3 2.4%	2 1.7%	2 3.9%
Push traffic to Reno/Provide transportation to Reno	5 3.5%	3 3.7%	1 3.1%
Benefit locals	2 1.7%	2 2.6%	0 .0%
Use the control tower	2 1.6%	2 2.1%	0 .5%
97.00	6 4.8%	6 7.1%	0 .0%
Other	4 3.2%	3 3.1%	1 3.4%
Not sure/DK/NA	8 5.9%	6 6.4%	2 4.8%

Comparisons of Column Proportions^{b,c}

		Have Visited for Non-Aviation Reasons	
		Yes	No
		(A)	(B)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth		
	Implement curfew/Regulate hours		
	Noise or size restriction on aircraft		
	Regulate flight patterns/Avoid residential areas		
	Enforce rules/regulations/Issue fines		
	Don't fly too low		
	Those that use it should pay more		a
	Stop expansion		.
	Push traffic to Reno/Provide transportation to Reno		a
	Benefit locals		.
	Use the control tower		a
	97.00		.
	Other		.
Not sure/DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
7. What do you feel the airport could do differently?	Total	133	17	35	35
	Control number of aircraft/Reduce traffic or growth	27	8	5	7
		20.7%	45.3%	13.3%	21.3%
	Implement curfew/Regulate hours	23	1	5	11
		17.5%	6.6%	13.2%	30.6%
	Noise or size restriction on aircraft	36	1	6	9
		27.1%	7.4%	17.0%	26.1%
	Regulate flight patterns/Avoid residential areas	42	2	15	13
		31.7%	14.6%	43.9%	36.6%
	Enforce rules/regulations/Issue fines	8	0	3	2
		5.8%	.0%	8.5%	6.6%
	Don't fly too low	10	0	7	2
		7.5%	.0%	21.2%	4.3%
	Those that use it should pay more	7	0	1	0
		5.6%	.0%	3.0%	.0%
	Stop expansion	3	0	2	0
		2.4%	.0%	4.5%	.0%
	Push traffic to Reno/Provide transportation to Reno	5	0	0	1
	3.5%	.0%	.0%	2.3%	
Benefit locals	2	0	0	0	
	1.7%	.0%	.0%	.0%	
Use the control tower	2	0	0	2	
	1.6%	1.3%	.0%	5.3%	
97.00	6	6	0	0	
	4.8%	38.2%	.0%	.0%	
Other	4	0	2	1	
	3.2%	.0%	4.4%	3.1%	
Not sure/DK/NA	8	0	4	1	
	5.9%	2.5%	11.3%	3.7%	

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
7. What do you feel the airport could do differently?	Total	26	20
	Control number of aircraft/Reduce traffic or growth	5	3
		17.9%	15.5%
	Implement curfew/Regulate hours	0	6
		1.6%	31.5%
	Noise or size restriction on aircraft	17	3
		64.4%	14.2%
	Regulate flight patterns/Avoid residential areas	4	8
		14.9%	38.1%
	Enforce rules/regulations/Issue fines	2	0
		9.5%	.0%
	Don't fly too low	0	1
		1.6%	3.6%
	Those that use it should pay more	6	0
		24.2%	.0%
	Stop expansion	1	1
		3.5%	3.6%
	Push traffic to Reno/Provide transportation to Reno	4	0
	14.7%	.0%	
Benefit locals	1	1	
	4.7%	5.3%	
Use the control tower	0	0	
	.0%	.0%	
97.00	0	0	
	.0%	.0%	
Other	1	1	
	3.6%	3.6%	
Not sure/DK/NA	0	2	
	.0%	10.8%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			D	
	Implement curfew/Regulate hours				A B C E
	Noise or size restriction on aircraft				
	Regulate flight patterns/Avoid residential areas				
	Enforce rules/regulations/Issue fines	a			
	Don't fly too low	a			
	Those that use it should pay more	a		a	B
	Stop expansion	a		a	
	Push traffic to Reno/Provide transportation to Reno	a	a		
	Benefit locals		a		a
	Use the control tower		a		a
	97.00		a	a	a
	Other	a			a
	Not sure/DK/NA				

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	
	Implement curfew/Regulate hours	D
	Noise or size restriction on aircraft	
	Regulate flight patterns/Avoid residential areas	
	Enforce rules/regulations/Issue fines	a
	Don't fly too low	
	Those that use it should pay more	a
	Stop expansion	
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	
	Use the control tower	a
	97.00	a
	Other	
	Not sure/DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
7. What do you feel the airport could do differently?	Total	133	6	61	24
	Control number of aircraft/Reduce traffic or growth	27	0	15	3
		20.7%	2.9%	24.9%	13.4%
	Implement curfew/Regulate hours	23	2	6	4
		17.5%	34.7%	9.6%	16.8%
	Noise or size restriction on aircraft	36	1	9	8
		27.1%	24.0%	14.2%	34.2%
	Regulate flight patterns/Avoid residential areas	42	4	21	8
		31.7%	72.4%	34.4%	34.3%
	Enforce rules/regulations/Issue fines	8	0	4	1
		5.8%	.0%	6.4%	5.5%
	Don't fly too low	10	0	7	1
		7.5%	.0%	10.7%	4.7%
	Those that use it should pay more	7	0	1	4
		5.6%	.0%	1.7%	15.9%
	Stop expansion	3	0	1	1
		2.4%	.0%	2.2%	3.8%
	Push traffic to Reno/Provide transportation to Reno	5	0	0	1
	3.5%	.0%	.0%	3.6%	
Benefit locals	2	0	1	0	
	1.7%	.0%	1.8%	.0%	
Use the control tower	2	0	0	1	
	1.6%	.0%	.3%	3.8%	
97.00	6	0	6	0	
	4.8%	.0%	10.5%	.0%	
Other	4	0	1	2	
	3.2%	.0%	1.8%	9.2%	
Not sure/DK/NA	8	0	5	1	
	5.9%	7.3%	8.3%	5.2%	

		Second Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
7. What do you feel the airport could do differently?	Total	34	8
	Control number of aircraft/Reduce traffic or growth	8	1
		22.8%	14.0%
	Implement curfew/Regulate hours	9	3
		25.7%	32.7%
	Noise or size restriction on aircraft	15	3
		42.8%	40.6%
	Regulate flight patterns/Avoid residential areas	8	1
		23.2%	9.5%
	Enforce rules/regulations/Issue fines	2	0
		7.3%	.0%
	Don't fly too low	1	1
		3.6%	13.4%
	Those that use it should pay more	2	0
		7.2%	.0%
	Stop expansion	1	0
		2.7%	.0%
	Push traffic to Reno/Provide transportation to Reno	4	0
	11.2%	.0%	
Benefit locals	1	0	
	3.6%	.0%	
Use the control tower	1	0	
	2.7%	.0%	
97.00	0	0	
	.0%	.0%	
Other	1	0	
	2.8%	.0%	
Not sure/DK/NA	0	1	
	.0%	13.4%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth				B
	Implement curfew/Regulate hours				
	Noise or size restriction on aircraft				
	Regulate flight patterns/Avoid residential areas				
	Enforce rules/regulations/Issue fines	a			
	Don't fly too low	a			
	Those that use it should pay more	a		B	
	Stop expansion	a			
	Push traffic to Reno/Provide transportation to Reno	a	a		
	Benefit locals	a		a	
	Use the control tower	a			
	97.00	a		a	a
	Other	a			
Not sure/DK/NA				a	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	
	Implement curfew/Regulate hours	
	Noise or size restriction on aircraft	
	Regulate flight patterns/Avoid residential areas	
	Enforce rules/regulations/Issue fines	a
	Don't fly too low	
	Those that use it should pay more	a
	Stop expansion	
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	a
	Use the control tower	a
	97.00	a
	Other	a
Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Shift		
		Switch to Favorable	Switch to Unfavorable	Favorable on Both
Total	133	22	12	45
Control number of aircraft/Reduce traffic or growth	27 20.7%	4 17.7%	2 16.7%	11 25.6%
Implement curfew/Regulate hours	23 17.5%	3 13.2%	5 38.5%	5 11.1%
Noise or size restriction on aircraft	36 27.1%	5 23.9%	1 12.1%	5 10.7%
Regulate flight patterns/Avoid residential areas	42 31.7%	8 37.5%	6 50.8%	17 37.7%
Enforce rules/regulations/Issue fines	8 5.8%	1 4.4%	0 .0%	3 6.6%
Don't fly too low	10 7.5%	1 4.6%	1 6.1%	6 12.4%
Those that use it should pay more	7 5.6%	0 .0%	0 .0%	1 2.3%
Stop expansion	3 2.4%	1 3.3%	1 7.7%	1 1.4%
Push traffic to Reno/Provide transportation to Reno	5 3.5%	0 .0%	0 .0%	0 .0%
Benefit locals	2 1.7%	1 4.9%	0 .0%	0 .0%
Use the control tower	2 1.6%	0 .0%	0 .0%	0 .5%
97.00	6 4.8%	0 .0%	0 .0%	6 14.3%
Other	4 3.2%	1 4.9%	2 18.7%	0 .0%
Not sure/DK/NA	8 5.9%	1 5.3%	0 .0%	4 9.6%

	Total	Shift		
		Unfavorable on Both	DK/NA on Both	Switch to DK/NA
Total	46	4	4	4
Control number of aircraft/Reduce traffic or growth	9 19.4%	0 .0%	1 29.0%	1 29.0%
Implement curfew/Regulate hours	8 17.7%	3 63.3%	0 .0%	0 .0%
Noise or size restriction on aircraft	21 46.2%	0 10.8%	3 72.4%	3 72.4%
Regulate flight patterns/Avoid residential areas	10 21.8%	0 .0%	1 19.6%	1 19.6%
Enforce rules/regulations/Issue fines	4 8.3%	0 .0%	0 .0%	0 .0%
Don't fly too low	2 3.5%	0 .0%	1 27.6%	1 27.6%
Those that use it should pay more	6 13.7%	0 .0%	0 .0%	0 .0%
Stop expansion	1 2.0%	0 .0%	0 .0%	0 .0%
Push traffic to Reno/Provide transportation to Reno	5 10.1%	0 .0%	0 .0%	0 .0%
Benefit locals	1 2.7%	0 .0%	0 .0%	0 .0%
Use the control tower	2 4.0%	0 .0%	0 .0%	0 .0%
97.00	0 .0%	0 .0%	0 .0%	0 .0%
Other	1 2.1%	0 .0%	0 .0%	0 .0%
Not sure/DK/NA	1 2.8%	1 26.0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Shift			
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
	(A)	(B)	(C)	(D)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth			
	Implement curfew/Regulate hours			
	Noise or size restriction on aircraft			C
	Regulate flight patterns/Avoid residential areas			
	Enforce rules/regulations/Issue fines		a	
	Don't fly too low			
	Those that use it should pay more	a	a	
	Stop expansion			
	Push traffic to Reno/Provide transportation to Reno	a	a	a
	Benefit locals	a	a	
	Use the control tower	a	a	
	97.00	a	a	a
	Other			
Not sure/DK/NA		a		

Comparisons of Column Proportions^{b,c}

	Shift	
	DK/NA on Both	Switch to DK/NA
	(E)	(F)
7. What do you feel the airport could do differently?	Control number of aircraft/Reduce traffic or growth	a
	Implement curfew/Regulate hours	
	Noise or size restriction on aircraft	C
	Regulate flight patterns/Avoid residential areas	a
	Enforce rules/regulations/Issue fines	a
	Don't fly too low	
	Those that use it should pay more	a
	Stop expansion	
	Push traffic to Reno/Provide transportation to Reno	a
	Benefit locals	a
	Use the control tower	a
	97.00	a
	Other	a
Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
8A1. The airport is an important component of the area's economy	Total	516	516
	Strongly Agree	201 38.9%	201 38.9%
	Somewhat Agree	178 34.5%	178 34.5%
	Somewhat Disagree	67 13.0%	67 13.0%
	Strongly Disagree	43 8.3%	43 8.3%
	DK/NA	28 5.3%	28 5.3%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	527
	Strongly Agree	49 9.3%	49 9.3%
	Somewhat Agree	92 17.6%	92 17.6%
	Somewhat Disagree	169 32.2%	169 32.2%
	Strongly Disagree	187 35.4%	187 35.4%
	DK/NA	29 5.5%	29 5.5%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	527
	Strongly Agree	136 25.7%	136 25.7%
	Somewhat Agree	177 33.6%	177 33.6%
	Somewhat Disagree	77 14.7%	77 14.7%
	Strongly Disagree	48 9.1%	48 9.1%
	DK/NA	89 16.9%	89 16.9%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	527
	Strongly Agree	141 26.7%	141 26.7%
	Somewhat Agree	208 39.5%	208 39.5%
	Somewhat Disagree	63 12.0%	63 12.0%
	Strongly Disagree	50 9.4%	50 9.4%
	DK/NA	65 12.4%	65 12.4%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	527
	Strongly Agree	47	47

		Total	
		Total	Total
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	8.9%
	Somewhat Agree	17.7%	17.7%
	Somewhat Disagree	31.1%	31.1%
	Strongly Disagree	30.4%	30.4%
	DK/NA	11.9%	11.9%
8C2. The airport should grow to address increasing demands from the community	Total	527	527
	Strongly Agree	107 20.2%	107 20.2%
	Somewhat Agree	166 31.5%	166 31.5%
	Somewhat Disagree	102 19.3%	102 19.3%
	Strongly Disagree	113 21.4%	113 21.4%
	DK/NA	40 7.6%	40 7.6%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	527
	Strongly Agree	55 10.4%	55 10.4%
	Somewhat Agree	132 25.0%	132 25.0%
	Somewhat Disagree	121 22.9%	121 22.9%
	Strongly Disagree	109 20.6%	109 20.6%
	DK/NA	111 21.0%	111 21.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	527
	Strongly Agree	147 27.8%	147 27.8%
	Somewhat Agree	180 34.1%	180 34.1%
	Somewhat Disagree	67 12.8%	67 12.8%
	Strongly Disagree	59 11.2%	59 11.2%
	DK/NA	74 14.1%	74 14.1%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
8A1. The airport is an important component of the area's economy	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
8A1. The airport is an important component of the area's economy	Total	516	277	236	3
	Strongly Agree	201	94	107	0
		38.9%	33.9%	45.3%	.0%
	Somewhat Agree	178	108	69	1
		34.5%	39.0%	29.3%	26.9%
	Somewhat Disagree	67	43	23	1
	13.0%	15.4%	9.8%	38.2%	
Strongly Disagree	43	27	15	1	
	8.3%	9.6%	6.3%	34.9%	
DK/NA	28	6	22	0	
	5.3%	2.1%	9.3%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	284	240	3
	Strongly Agree	49	38	10	1
		9.3%	13.3%	4.4%	26.9%
	Somewhat Agree	92	53	39	1
		17.6%	18.5%	16.2%	38.2%
	Somewhat Disagree	169	91	78	0
	32.2%	32.2%	32.6%	.0%	
Strongly Disagree	187	95	91	1	
	35.4%	33.3%	38.0%	34.9%	
DK/NA	29	8	21	0	
	5.5%	2.8%	8.9%	.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	284	240	3
	Strongly Agree	136	72	62	1
		25.7%	25.5%	26.0%	26.9%
	Somewhat Agree	177	92	85	0
		33.6%	32.4%	35.5%	.0%
	Somewhat Disagree	77	53	24	0
	14.7%	18.6%	10.2%	.0%	
Strongly Disagree	48	18	29	1	
	9.1%	6.2%	12.2%	34.9%	
DK/NA	89	49	39	1	
	16.9%	17.3%	16.3%	38.2%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	284	240	3
	Strongly Agree	141	73	68	0
		26.7%	25.7%	28.3%	.0%
	Somewhat Agree	208	126	81	1
		39.5%	44.3%	33.9%	26.9%
	Somewhat Disagree	63	40	23	0
	12.0%	14.2%	9.6%	.0%	
Strongly Disagree	50	25	24	1	
	9.4%	8.7%	9.9%	38.2%	
DK/NA	65	20	44	1	
	12.4%	7.2%	18.2%	34.9%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	284	240	3
	Strongly Agree	47	27	19	1

		Respondent's Gender			
		Total	Male	Female	Other
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	9.5%	7.9%	26.9%
	Somewhat Agree	93	57	35	1
	Somewhat Disagree	17.7%	20.1%	14.6%	38.2%
	Strongly Disagree	164	88	76	0
	DK/NA	63	30	33	0
	Total	11.9%	10.5%	13.8%	.0%
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	59	46	1
	Somewhat Agree	20.2%	20.8%	19.4%	38.2%
	Somewhat Disagree	166	88	77	1
	Strongly Disagree	31.5%	30.8%	32.2%	34.9%
	DK/NA	102	61	41	0
	Total	19.3%	21.4%	17.1%	.0%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	113	59	53	1
	Somewhat Agree	21.4%	20.8%	22.0%	26.9%
	Somewhat Disagree	40	18	22	0
	Strongly Disagree	7.6%	6.2%	9.3%	.0%
	DK/NA	55	33	21	1
	Total	10.4%	11.5%	8.9%	34.9%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	132	74	56	2
	Somewhat Agree	25.0%	26.1%	23.2%	65.1%
	Somewhat Disagree	121	74	47	0
	Strongly Disagree	22.9%	26.1%	19.5%	.0%
	DK/NA	109	59	50	0
	Total	20.6%	20.7%	20.8%	.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	111	45	66	0
	Somewhat Agree	21.0%	15.7%	27.6%	.0%
	Somewhat Disagree	527	284	240	3
	Strongly Disagree	147	86	61	0
	DK/NA	27.8%	30.1%	25.5%	.0%
	Total	180	99	80	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	34.1%	34.8%	33.2%	38.2%
	Somewhat Agree	67	38	28	1
	Somewhat Disagree	12.8%	13.4%	11.7%	34.9%
	Strongly Disagree	59	30	29	0
	DK/NA	11.2%	10.7%	12.0%	.0%
	Total	74	31	42	1
		14.1%	11.0%	17.6%	26.9%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	Strongly Agree		A	a
	Somewhat Agree			.
	Somewhat Disagree			.
	Strongly Disagree			.
	DK/NA	B	A	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree		A	a
	Strongly Disagree			.
	DK/NA	B	A	a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree	B		a
	Strongly Disagree			.
	DK/NA			.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			.
	Somewhat Agree	B		a
	Somewhat Disagree			.
	Strongly Disagree			.
	DK/NA		A	a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA			.
8C2. The airport should grow to address increasing demands from the community	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA			.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA		A	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						Not coded
		Total	18-29	30-39	40-49	50-64	65+	
8A1. The airport is an important component of the area's economy	Total	516	74	101	105	160	70	7
	Strongly Agree	201	17	44	38	61	37	4
		38.9%	22.7%	43.8%	35.9%	37.9%	53.0%	67.6%
	Somewhat Agree	178	27	35	49	47	19	1
		34.5%	37.1%	34.8%	46.9%	29.0%	26.9%	19.9%
	Somewhat Disagree	67	23	10	5	22	6	1
		13.0%	31.2%	10.4%	4.7%	14.0%	7.9%	9.0%
Strongly Disagree	43	0	8	7	23	5	0	
	8.3%	.0%	7.9%	6.5%	14.1%	7.3%	3.5%	
DK/NA	28	7	3	6	8	3	0	
	5.3%	8.9%	3.2%	6.1%	5.0%	4.9%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	77	101	110	162	70	7
	Strongly Agree	49	4	6	8	24	6	1
		9.3%	5.0%	5.8%	7.3%	14.9%	9.1%	12.2%
	Somewhat Agree	92	19	15	22	20	15	1
		17.6%	25.1%	15.0%	20.1%	12.4%	21.5%	11.2%
	Somewhat Disagree	169	33	29	36	54	14	4
		32.2%	42.7%	28.3%	33.0%	33.0%	19.9%	62.3%
Strongly Disagree	187	18	46	37	55	31	1	
	35.4%	23.5%	45.2%	33.2%	33.6%	44.7%	8.7%	
DK/NA	29	3	6	7	10	3	0	
	5.5%	3.7%	5.7%	6.3%	6.1%	4.8%	5.6%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	77	101	110	162	70	7
	Strongly Agree	136	12	27	30	42	21	4
		25.7%	15.3%	26.5%	27.3%	25.8%	29.4%	67.6%
	Somewhat Agree	177	35	35	34	52	21	2
		33.6%	44.8%	34.1%	30.9%	31.8%	29.8%	23.3%
	Somewhat Disagree	77	18	9	17	19	13	0
		14.7%	23.6%	9.1%	15.7%	11.8%	19.1%	.0%
Strongly Disagree	48	0	5	13	24	6	0	
	9.1%	.0%	4.7%	11.8%	14.9%	8.2%	3.5%	
DK/NA	89	13	26	16	25	9	0	
	16.9%	16.3%	25.5%	14.3%	15.7%	13.5%	5.6%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	77	101	110	162	70	7
	Strongly Agree	141	19	23	22	42	30	5
		26.7%	24.3%	22.8%	20.4%	25.8%	43.0%	71.1%
	Somewhat Agree	208	25	45	56	59	20	1
		39.5%	32.9%	44.5%	51.3%	36.7%	29.2%	20.2%
	Somewhat Disagree	63	22	8	13	14	6	0
		12.0%	28.8%	8.4%	11.6%	8.5%	8.9%	.0%
Strongly Disagree	50	11	10	5	17	6	0	
	9.4%	14.1%	9.4%	4.8%	10.7%	9.3%	.0%	
DK/NA	65	0	15	13	30	7	1	
	12.4%	.0%	15.0%	11.8%	18.3%	9.6%	8.7%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	77	101	110	162	70	7
	Strongly Agree	47	0	9	18	15	4	1

		Age						Not coded
		Total	18-29	30-39	40-49	50-64	65+	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	.0%	8.6%	16.2%	9.3%	6.4%	12.2%
		93	19	20	20	25	9	1
	Somewhat Agree	17.7%	25.0%	19.6%	17.9%	15.2%	12.4%	20.2%
		164	30	29	37	51	17	0
	Somewhat Disagree	31.1%	38.2%	29.0%	33.3%	31.7%	24.5%	.0%
		160	15	31	24	54	32	4
Strongly Disagree	30.4%	18.8%	30.5%	21.8%	33.6%	46.0%	62.0%	
	63	14	13	12	17	7	0	
DK/NA	11.9%	18.0%	12.4%	10.8%	10.3%	10.6%	5.6%	
	527	77	101	110	162	70	7	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	20.2%	18.7%	14.4%	16.1%	21.3%	30.5%	62.0%
		107	14	15	18	35	21	4
	Somewhat Agree	166	28	39	41	39	16	2
		31.5%	36.6%	38.9%	37.1%	24.3%	22.6%	34.5%
	Somewhat Disagree	102	12	20	30	30	10	0
		19.3%	14.9%	20.0%	27.7%	18.3%	14.0%	.0%
Strongly Disagree	113	17	20	14	46	16	0	
	21.4%	21.4%	20.0%	12.4%	28.1%	23.4%	3.5%	
DK/NA	40	7	7	7	13	7	0	
	7.6%	8.5%	6.6%	6.6%	8.0%	9.5%	.0%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	77	101	110	162	70	7
	Strongly Agree	55	4	15	11	15	8	1
		10.4%	5.7%	15.1%	10.2%	9.5%	11.3%	12.2%
	Somewhat Agree	132	24	34	21	31	19	4
		25.0%	30.7%	33.3%	18.7%	19.0%	27.2%	62.3%
	Somewhat Disagree	121	17	21	33	38	12	0
	22.9%	21.5%	20.9%	30.4%	23.3%	17.2%	.0%	
Strongly Disagree	109	11	14	26	40	16	1	
	20.6%	14.6%	14.2%	23.6%	24.5%	22.8%	20.0%	
DK/NA	111	21	17	19	38	15	0	
	21.0%	27.5%	16.5%	17.1%	23.8%	21.6%	5.6%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	77	101	110	162	70	7
	Strongly Agree	147	19	30	32	46	16	5
		27.8%	24.0%	29.5%	28.7%	28.3%	22.9%	74.2%
	Somewhat Agree	180	18	40	43	54	24	1
		34.1%	22.8%	39.1%	39.4%	33.6%	33.9%	14.6%
	Somewhat Disagree	67	13	13	12	23	5	1
	12.8%	16.3%	13.0%	11.2%	14.4%	7.2%	11.3%	
Strongly Disagree	59	11	6	13	20	9	0	
	11.2%	14.5%	6.3%	11.4%	12.5%	12.7%	.0%	
DK/NA	74	17	12	10	18	16	0	
	14.1%	22.5%	12.0%	9.3%	11.3%	23.4%	.0%	

Comparisons of Column Proportions^{b,c}

		Age					Not coded
		18-29	30-39	40-49	50-64	65+	
		(A)	(B)	(C)	(D)	(E)		(F)
8A1. The airport is an important component of the area's economy	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	B C D E a		D		A	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	E	A				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	a				C	C
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	B C D E a a					a a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	a				A C	B C
8C2. The airport should grow to address increasing demands from the community	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA				C		a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA						a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA						a a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
8A1. The airport is an important component of the area's economy	Total	516	19	60	14	21	33	21	31
	Strongly Agree	201	7	16	1	8	13	6	17
		38.9%	34.3%	27.3%	4.7%	36.9%	40.3%	29.3%	53.5%
	Somewhat Agree	178	8	24	11	6	9	12	9
		34.5%	42.5%	40.8%	77.5%	26.7%	27.0%	55.5%	30.4%
	Somewhat Disagree	67	1	9	0	4	2	3	3
	13.0%	3.8%	14.8%	0.0%	18.6%	7.3%	14.7%	10.5%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Disagree	43	3	5	2	4	4	0	2
		8.3%	13.6%	8.0%	12.5%	17.8%	13.2%	.5%	5.6%
	DK/NA	28	1	5	1	0	4	0	0
		5.3%	5.7%	9.0%	5.3%	.0%	12.1%	.0%	.0%
	Total	527	19	60	14	21	33	21	31
	Strongly Agree	49	3	4	1	3	3	1	1
	9.3%	13.8%	6.3%	6.8%	13.3%	9.0%	3.5%	2.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	92	3	13	3	4	6	3	4
		17.6%	13.7%	21.4%	19.1%	19.5%	18.8%	12.3%	14.4%
	Somewhat Disagree	169	4	17	8	6	8	10	3
		32.2%	20.0%	28.8%	60.4%	27.9%	24.8%	49.0%	10.5%
	Strongly Disagree	187	6	23	1	8	15	7	20
		35.4%	32.4%	38.1%	6.8%	39.3%	46.2%	34.8%	65.1%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA	29	4	3	1	0	0	0	2
		5.5%	20.1%	5.4%	6.9%	.0%	1.1%	.5%	8.0%
	Total	527	19	60	14	21	33	21	31
	Strongly Agree	136	5	10	1	6	10	2	19
		25.7%	25.0%	16.0%	4.7%	30.3%	28.6%	10.8%	62.2%
	Somewhat Agree	177	6	20	4	5	10	11	5
	33.6%	28.9%	33.0%	26.6%	21.7%	29.4%	54.5%	17.6%	
8C1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Disagree	77	3	12	7	6	5	6	1
		14.7%	15.2%	20.0%	53.5%	29.2%	14.0%	26.5%	2.0%
	Strongly Disagree	48	2	7	0	1	4	1	0
		9.1%	10.6%	12.3%	1.6%	3.5%	13.4%	3.3%	.0%
	DK/NA	89	4	11	2	3	5	1	6
		16.9%	20.3%	18.7%	13.7%	15.2%	14.5%	5.0%	18.2%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	19	60	14	21	33	21	31
	Strongly Agree	141	4	9	1	7	9	8	16
		26.7%	19.8%	14.8%	6.3%	34.7%	26.6%	38.0%	51.2%
	Somewhat Agree	208	9	31	10	11	16	10	8
		39.5%	48.9%	52.3%	74.5%	51.0%	47.2%	47.2%	25.3%
	Somewhat Disagree	63	0	5	1	0	2	2	3
	12.0%	1.1%	8.0%	5.7%	.0%	6.6%	10.8%	9.1%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Disagree	50	3	2	1	2	4	1	2
		9.4%	16.8%	3.5%	6.8%	7.4%	11.9%	3.9%	7.4%
	DK/NA	65	3	13	1	1	3	0	2
		12.4%	13.3%	21.4%	6.8%	6.9%	7.8%	.0%	7.0%
	Total	527	19	60	14	21	33	21	31
	Strongly Agree	47	4	3	1	2	2	1	8

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
8A1. The airport is an important component of the area's economy	Total	6	19	5	9	26	49	32	19
	Strongly Agree	3	10	3	5	7	34	7	12
		41.4%	50.9%	53.3%	53.3%	28.2%	70.0%	21.2%	62.8%
	Somewhat Agree	1	5	1	0	13	6	15	6
		19.7%	24.2%	24.2%	4.4%	49.9%	12.5%	46.9%	33.2%
	Somewhat Disagree	1	2	1	3	1	4	6	0
		14.9%	12.8%	22.5%	27.6%	3.5%	9.0%	20.0%	.0%
Strongly Disagree	1	1	0	0	1	2	2	1	
	17.3%	3.5%	.0%	.0%	2.8%	5.0%	6.2%	3.9%	
DK/NA	0	2	0	1	4	2	2	0	
	6.7%	8.6%	.0%	14.7%	15.6%	3.5%	5.7%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	6	19	5	9	26	49	43	19
	Strongly Agree	1	3	1	2	3	5	13	0
		14.9%	14.7%	11.9%	17.7%	12.7%	9.7%	29.8%	.0%
	Somewhat Agree	1	2	1	0	8	6	2	2
		14.9%	10.7%	27.0%	.0%	32.3%	12.8%	4.3%	12.6%
	Somewhat Disagree	3	3	1	0	4	7	19	4
		43.7%	16.1%	15.5%	.0%	13.7%	15.1%	44.8%	20.7%
Strongly Disagree	2	10	2	7	7	30	3	12	
	26.5%	51.1%	45.6%	71.3%	25.8%	60.2%	6.2%	62.8%	
DK/NA	0	1	0	1	4	1	6	1	
	.0%	7.5%	.0%	11.0%	15.6%	2.2%	14.9%	3.9%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	6	19	5	9	26	49	43	19
	Strongly Agree	2	8	3	4	4	11	17	4
		32.2%	42.4%	53.0%	46.0%	15.0%	23.4%	38.9%	23.2%
	Somewhat Agree	2	6	0	2	11	13	14	4
		34.6%	31.7%	4.4%	21.7%	43.0%	26.5%	31.7%	19.8%
	Somewhat Disagree	2	3	0	0	6	5	3	6
		33.2%	14.2%	.0%	.0%	21.0%	10.9%	6.9%	33.8%
Strongly Disagree	0	0	0	2	1	0	2	4	
	.0%	2.2%	4.4%	17.5%	3.5%	.3%	4.5%	22.4%	
DK/NA	0	2	2	1	5	19	8	0	
	.0%	9.6%	38.1%	14.7%	17.4%	38.9%	17.8%	.9%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	6	19	5	9	26	49	43	19
	Strongly Agree	2	6	3	6	5	16	10	6
		26.5%	31.0%	63.9%	59.8%	17.6%	32.5%	24.3%	31.8%
	Somewhat Agree	2	8	0	1	14	20	18	5
		34.6%	43.4%	8.7%	7.8%	53.5%	39.8%	42.5%	26.5%
	Somewhat Disagree	1	1	0	1	1	4	4	2
		14.9%	4.8%	.0%	13.1%	3.5%	7.2%	9.8%	12.5%
Strongly Disagree	1	2	0	0	4	5	7	3	
	17.3%	10.6%	.0%	.0%	13.6%	10.0%	15.8%	18.5%	
DK/NA	0	2	1	2	3	5	3	2	
	6.6%	10.1%	27.5%	19.3%	11.8%	10.5%	7.6%	10.7%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	6	19	5	9	26	49	43	19
	Strongly Agree	0	1	2	2	1	4	7	1

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
8A1. The airport is an important component of the area's economy	Total	42	13	4	9	3	5	76
	Strongly Agree	16	3	0	2	2	3	27
		37.7%	25.5%	.0%	17.1%	88.3%	55.1%	36.1%
	Somewhat Agree	17	7	0	3	0	1	22
		40.1%	53.2%	9.9%	35.7%	11.7%	27.3%	29.5%
	Somewhat Disagree	7	1	0	4	0	0	13
		16.7%	7.4%	.0%	47.2%	.0%	.0%	17.8%
Strongly Disagree	2	2	0	0	0	1	11	
	5.5%	13.9%	.0%	.0%	.0%	17.6%	14.6%	
DK/NA	0	0	4	0	0	0	2	
	.0%	.0%	90.1%	.0%	.0%	.0%	2.1%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	42	13	4	9	3	5	76
	Strongly Agree	1	3	0	0	0	0	4
		1.2%	26.3%	.0%	1.1%	.0%	.0%	5.0%
	Somewhat Agree	11	2	4	6	0	0	12
		24.9%	13.1%	90.1%	60.7%	11.7%	.0%	16.0%
	Somewhat Disagree	29	3	0	2	2	0	34
		69.0%	27.1%	9.9%	21.1%	88.3%	7.5%	45.1%
Strongly Disagree	2	3	0	2	0	4	25	
	3.9%	22.5%	.0%	17.1%	.0%	79.2%	32.7%	
DK/NA	0	1	0	0	0	1	1	
	1.0%	11.0%	.0%	.0%	.0%	13.3%	1.2%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	42	13	4	9	3	5	76
	Strongly Agree	8	2	0	1	2	2	14
		18.9%	13.2%	9.9%	10.2%	88.3%	53.0%	18.0%
	Somewhat Agree	23	3	0	3	0	0	35
		55.4%	22.7%	.0%	29.6%	11.7%	.0%	46.8%
	Somewhat Disagree	1	0	4	4	0	1	3
		2.7%	.0%	90.1%	44.1%	.0%	19.7%	4.3%
Strongly Disagree	3	3	0	0	0	0	16	
	8.2%	21.7%	.0%	.0%	.0%	6.5%	21.6%	
DK/NA	6	5	0	1	0	1	7	
	14.8%	42.5%	.0%	16.1%	.0%	20.8%	9.3%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	42	13	4	9	3	5	76
	Strongly Agree	0	5	0	0	0	3	26
		.2%	40.1%	.0%	.0%	.0%	55.2%	34.7%
	Somewhat Agree	22	7	0	3	0	0	12
		52.2%	52.5%	9.9%	31.7%	11.7%	.0%	16.0%
	Somewhat Disagree	10	1	4	5	0	1	16
		24.0%	7.4%	90.1%	51.0%	.0%	19.7%	21.0%
Strongly Disagree	7	0	0	0	0	1	5	
	16.7%	.0%	.0%	.0%	.0%	25.1%	6.1%	
DK/NA	3	0	0	2	2	0	17	
	6.8%	.0%	.0%	17.3%	88.3%	.0%	22.2%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	42	13	4	9	3	5	76
	Strongly Agree	4	2	0	0	0	0	2

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	22.5%	5.7%	6.8%	9.2%	6.3%	3.5%	25.9%
		93	2	1	0	1	4	8	2
	Somewhat Agree	17.7%	9.0%	2.0%	1.6%	6.4%	10.6%	36.8%	6.1%
		164	5	26	10	3	7	4	9
	Somewhat Disagree	31.1%	27.0%	43.0%	72.9%	16.1%	22.2%	17.3%	29.8%
		160	5	19	2	8	17	7	9
	Strongly Disagree	30.4%	28.1%	31.3%	11.5%	39.3%	51.9%	31.5%	29.4%
	DK/NA	63	3	11	1	6	3	2	3
		11.9%	13.3%	18.1%	7.2%	29.0%	8.9%	11.0%	8.9%
8C2. The airport should grow to address increasing demands from the community	Total	527	19	60	14	21	33	21	31
	Strongly Agree	107	3	7	0	4	9	14	12
		20.2%	14.7%	12.1%	3.2%	18.2%	26.2%	64.8%	38.9%
	Somewhat Agree	166	3	20	3	5	7	2	10
		31.5%	16.8%	33.9%	20.5%	23.4%	21.8%	11.9%	32.4%
	Somewhat Disagree	102	6	13	9	2	8	2	3
	19.3%	30.5%	22.4%	62.7%	10.9%	24.5%	9.8%	10.1%	
Strongly Disagree	113	6	11	1	6	9	2	4	
	21.4%	34.2%	17.9%	8.3%	29.8%	25.6%	8.4%	13.1%	
DK/NA	40	1	8	1	4	1	1	2	
	7.6%	3.8%	13.7%	5.3%	17.7%	1.9%	5.1%	5.4%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	19	60	14	21	33	21	31
	Strongly Agree	55	2	5	0	5	1	0	3
		10.4%	11.9%	7.9%	.0%	23.6%	3.4%	.0%	10.1%
	Somewhat Agree	132	2	16	0	6	5	1	8
		25.0%	10.7%	26.3%	.0%	29.8%	15.7%	6.1%	26.7%
	Somewhat Disagree	121	4	14	10	3	6	1	5
	22.9%	20.0%	23.0%	75.3%	12.9%	17.8%	4.5%	17.1%	
Strongly Disagree	109	7	13	1	5	12	3	12	
	20.6%	37.3%	21.3%	6.8%	25.0%	34.8%	12.1%	37.2%	
DK/NA	111	4	13	2	2	9	16	3	
	21.0%	20.1%	21.6%	17.9%	8.8%	28.3%	77.4%	8.9%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	19	60	14	21	33	21	31
	Strongly Agree	147	6	21	3	4	8	2	11
		27.8%	33.0%	34.8%	20.3%	21.3%	25.2%	9.9%	35.9%
	Somewhat Agree	180	4	17	3	5	14	4	13
		34.1%	21.8%	28.7%	22.0%	24.0%	41.4%	16.9%	42.2%
	Somewhat Disagree	67	1	5	6	2	1	0	1
	12.8%	7.6%	9.0%	46.7%	11.3%	4.4%	1.8%	2.3%	
Strongly Disagree	59	3	7	0	6	6	0	2	
	11.2%	16.8%	11.0%	.0%	26.8%	17.9%	.0%	7.1%	
DK/NA	74	4	10	2	3	4	15	4	
	14.1%	20.9%	16.4%	11.0%	16.6%	11.1%	71.5%	12.5%	

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.0%	4.6%	34.5%	17.7%	4.7%	7.7%	15.5%	3.9%
		2	4	0	0	7	11	17	1
	Somewhat Agree	32.2%	18.6%	.0%	.0%	27.1%	21.6%	38.8%	4.8%
		3	7	1	0	9	12	16	4
	Somewhat Disagree	52.9%	33.8%	20.0%	.0%	32.9%	24.5%	36.8%	21.6%
		1	5	2	7	4	17	2	13
	Strongly Disagree	14.9%	24.7%	45.6%	71.3%	16.0%	34.6%	4.3%	69.7%
	DK/NA	0	4	0	1	5	6	2	0
		.0%	18.3%	.0%	11.0%	19.2%	11.6%	4.6%	.0%
8C2. The airport should grow to address increasing demands from the community	Total	6	19	5	9	26	49	43	19
	Strongly Agree	2	3	2	2	4	3	10	6
		26.6%	17.8%	48.8%	23.0%	14.7%	6.7%	22.1%	32.2%
	Somewhat Agree	0	7	0	1	12	25	9	7
		6.6%	38.6%	.0%	9.4%	47.6%	50.2%	20.7%	35.4%
	Somewhat Disagree	2	2	1	4	5	3	9	4
	34.6%	11.2%	28.6%	41.8%	17.7%	6.8%	20.5%	23.6%	
Strongly Disagree	2	4	1	2	1	13	14	2	
	32.2%	22.8%	22.5%	22.1%	4.4%	25.5%	32.2%	8.8%	
DK/NA	0	2	0	0	4	5	2	0	
	.0%	9.5%	.0%	3.7%	15.7%	10.7%	4.6%	.0%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	6	19	5	9	26	49	43	19
	Strongly Agree	0	3	2	3	3	2	7	0
		.0%	18.0%	35.8%	32.9%	12.9%	3.9%	15.2%	.0%
	Somewhat Agree	1	7	1	0	14	12	12	7
		21.5%	37.9%	15.5%	.0%	51.9%	24.7%	28.2%	37.4%
	Somewhat Disagree	4	5	0	1	1	18	11	8
	61.1%	23.7%	8.9%	12.2%	5.6%	36.6%	25.2%	44.3%	
Strongly Disagree	0	2	0	4	2	9	7	0	
	.0%	10.9%	8.7%	38.1%	9.0%	18.5%	16.0%	.9%	
DK/NA	1	2	1	2	5	8	7	3	
	17.3%	9.5%	31.2%	16.8%	20.6%	16.3%	15.4%	17.5%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	6	19	5	9	26	49	43	19
	Strongly Agree	0	4	3	4	5	18	10	4
		6.6%	18.9%	53.3%	43.0%	17.8%	37.3%	24.0%	19.3%
	Somewhat Agree	4	8	2	2	11	15	23	4
		61.2%	39.7%	46.7%	17.1%	40.2%	30.1%	54.3%	19.7%
	Somewhat Disagree	1	4	0	0	5	3	3	5
	14.9%	22.8%	.0%	.0%	20.2%	5.7%	6.9%	26.4%	
Strongly Disagree	0	2	0	3	1	3	5	4	
	.0%	11.2%	.0%	36.1%	3.9%	5.9%	12.4%	21.0%	
DK/NA	1	1	0	0	5	10	1	3	
	17.3%	7.5%	.0%	3.7%	17.9%	20.9%	2.4%	13.6%	

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	10.2%	13.9%	7.4%	.0%	.0%	.0%	3.2%
	Somewhat Agree	15	5	0	5	3	0	7
	Somewhat Disagree	36.1%	36.5%	2.5%	60.0%	100.0%	.0%	9.0%
	Strongly Disagree	16	3	0	1	0	1	27
	DK/NA	36.7%	27.1%	.0%	13.6%	.0%	27.2%	35.1%
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	5	3	0	1	0	3	31
	Somewhat Agree	12.9%	21.7%	.0%	8.0%	.0%	59.5%	40.5%
	Somewhat Disagree	2	0	4	2	0	1	9
	Strongly Disagree	4.1%	.8%	90.1%	18.4%	.0%	13.3%	12.2%
	DK/NA	42	13	4	9	3	5	76
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10	1	0	0	2	1	11
	Somewhat Agree	24.4%	5.8%	9.9%	.0%	88.3%	14.4%	14.7%
	Somewhat Disagree	16	1	0	5	0	1	30
	Strongly Disagree	38.4%	10.2%	.0%	51.0%	11.7%	19.7%	39.7%
	DK/NA	7	6	4	1	0	0	9
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	16.4%	51.3%	90.1%	14.7%	.0%	7.5%	11.3%
	DK/NA	6	4	0	2	0	1	21
	Strongly Agree	14.3%	32.8%	.0%	25.2%	.0%	27.6%	27.8%
	Somewhat Agree	3	0	0	1	0	1	5
	Total	6.4%	.0%	.0%	9.2%	.0%	30.9%	6.4%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	42	13	4	9	3	5	76
	Somewhat Agree	3	2	0	0	0	1	13
	Somewhat Disagree	6.3%	13.2%	2.5%	.0%	.0%	27.5%	17.1%
	Strongly Disagree	10	4	0	1	3	0	21
	DK/NA	23.6%	28.5%	7.4%	9.2%	100.0%	.0%	28.3%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	14	3	0	6	0	0	6
	Somewhat Agree	33.6%	26.4%	.0%	64.5%	.0%	6.5%	7.6%
	Somewhat Disagree	15	4	0	0	0	2	11
	Strongly Disagree	34.8%	31.9%	.0%	1.1%	.0%	45.2%	15.0%
	DK/NA	1	0	4	2	0	1	24
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	1.7%	.0%	90.1%	25.2%	.0%	20.8%	32.0%
	Somewhat Agree	42	13	4	9	3	5	76
	Somewhat Disagree	11	5	0	5	2	2	18
	Strongly Disagree	25.6%	36.5%	7.4%	57.3%	88.3%	47.3%	23.4%
	DK/NA	25	3	0	1	0	1	20
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	59.4%	25.5%	2.5%	14.7%	11.7%	31.6%	26.9%
	Somewhat Agree	6	2	0	1	0	0	19
	Somewhat Disagree	14.2%	18.4%	.0%	8.0%	.0%	.0%	24.6%
	Strongly Disagree	0	2	0	0	0	0	14
	DK/NA	.0%	18.8%	.0%	.0%	.0%	7.8%	18.6%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0	0	4	2	0	1	5
	Somewhat Agree	.7%	.8%	90.1%	20.0%	.0%	13.3%	6.5%
	Somewhat Disagree	0	0	0	0	0	0	0
	Strongly Disagree	0	0	0	0	0	0	0
	DK/NA	0	0	0	0	0	0	0

Comparisons of Column Proportions^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
8A1. The airport is an important component of the area's economy	Strongly Agree			M				M
	Somewhat Agree			a				a
	Somewhat Disagree							a
	Strongly Disagree							a
	DK/NA							
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8C2. The airport should grow to address increasing demands from the community	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree							
	Somewhat Agree							
	Somewhat Disagree							
	Strongly Disagree							
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)
8A1. The airport is an important component of the area's economy	Strongly Agree						BCNV		
	Somewhat Agree								a
	Somewhat Disagree								a
	Strongly Disagree			a	a				a
	DK/NA			a					a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree							PV	
	Somewhat Agree				a				
	Somewhat Disagree				a				
	Strongly Disagree		NP		NP		NP		NP
	DK/NA	a		a					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree								
	Somewhat Agree				a				V
	Somewhat Disagree								
	Strongly Disagree	a	NP	a	NP		NP		NP
	DK/NA	a						V	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree		P	P	P		V	P	
	Somewhat Agree					V			
	Somewhat Disagree				a				
	Strongly Disagree			a	a				
	DK/NA	a							
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			a	a	B		BV	
	Somewhat Agree								
	Somewhat Disagree				a				
	Strongly Disagree					NP			NP
	DK/NA	a							a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree								
	Somewhat Agree								
	Somewhat Disagree								
	Strongly Disagree								a
	DK/NA	a		a					a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree				a				
	Somewhat Agree						V		
	Somewhat Disagree		V						
	Strongly Disagree		a						V
	DK/NA								
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree				a				
	Somewhat Agree								
	Somewhat Disagree								
	Strongly Disagree								
	DK/NA	a							

Comparisons of Column Proportions^{b,c}

		Date					
		June 11	June 12	June 13	June 14	June 15	June 16
		(P)	(Q)	(R)	(S)	(T)	(U)
8A1. The airport is an important component of the area's economy	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree			a		a	a
	Strongly Disagree			a		a	a
	DK/NA	a		ABCEIMN	a	a	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree			QV			
	Strongly Disagree			a			
	DK/NA	a		MN	N		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						NP
	DK/NA				a		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA						
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA						
8C2. The airport should grow to address increasing demands from the community	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA						
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA						
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree						
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA						

Comparisons of Column Proportions^{b,c}

		Date
		June 17
		(V)
8A1. The airport is an important component of the area's economy	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	P
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	N
8C2. The airport should grow to address increasing demands from the community	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	P
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
8A1. The airport is an important component of the area's economy	Total	516	10	18	11	12	70	53	18	14
	Strongly Agree	201	6	3	6	10	38	16	10	10
		38.9%	58.9%	15.7%	57.6%	87.0%	54.4%	30.2%	55.7%	69.3%
	Somewhat Agree	178	2	5	4	0	25	14	5	2
		34.5%	17.3%	29.1%	35.9%	.0%	36.4%	26.7%	27.1%	15.0%
	Somewhat Disagree	67	1	2	0	2	3	5	0	1
	13.0%	14.7%	13.5%	.0%	13.0%	4.7%	10.3%	.5%	4.8%	
Strongly Disagree	43	0	4	0	0	2	12	0	2	
	8.3%	.0%	20.7%	3.2%	.0%	2.4%	23.7%	.0%	11.0%	
DK/NA	28	1	4	0	0	1	5	3	0	
	5.3%	9.2%	21.0%	3.2%	.0%	2.1%	9.1%	16.7%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	49	1	3	0	0	6	3	0	1
		9.3%	6.1%	14.8%	.3%	.0%	8.3%	5.3%	1.2%	4.8%
	Somewhat Agree	92	2	7	0	2	10	3	5	1
		17.6%	23.9%	38.4%	.0%	13.0%	14.5%	6.5%	25.5%	6.2%
	Somewhat Disagree	169	3	4	0	3	36	22	7	4
	32.2%	29.9%	23.5%	3.6%	26.9%	50.2%	42.1%	36.8%	25.2%	
Strongly Disagree	187	3	3	10	7	18	20	4	9	
	35.4%	30.9%	19.1%	96.1%	60.0%	25.0%	37.4%	21.7%	63.4%	
DK/NA	29	1	1	0	0	1	5	3	0	
	5.5%	9.2%	4.2%	.0%	.0%	2.0%	8.7%	14.9%	.3%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	136	4	2	0	5	32	9	1	7
		25.7%	42.7%	9.1%	.3%	40.0%	43.8%	17.6%	4.6%	51.0%
	Somewhat Agree	177	2	6	4	3	24	14	8	3
		33.6%	20.8%	32.7%	33.0%	30.0%	32.9%	26.2%	40.7%	24.1%
	Somewhat Disagree	77	1	7	0	0	5	2	8	2
	14.7%	14.7%	40.0%	.0%	.0%	7.6%	4.1%	39.3%	11.0%	
Strongly Disagree	48	1	1	0	3	0	12	0	0	
	9.1%	12.7%	7.0%	3.6%	30.0%	.0%	23.4%	.5%	1.1%	
DK/NA	89	1	2	7	0	11	15	3	2	
	16.9%	9.2%	11.2%	63.1%	.0%	15.7%	28.7%	14.9%	12.8%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	141	2	3	0	8	18	10	4	9
		26.7%	22.3%	16.6%	.0%	70.0%	25.4%	18.7%	23.5%	64.6%
	Somewhat Agree	208	4	5	10	0	26	18	5	3
		39.5%	39.1%	28.5%	89.6%	.0%	36.7%	33.8%	25.4%	19.0%
	Somewhat Disagree	63	0	7	0	0	9	7	1	0
	12.0%	.0%	41.2%	.0%	.0%	12.5%	12.4%	6.1%	.0%	
Strongly Disagree	50	1	0	1	3	4	3	8	1	
	9.4%	14.7%	.0%	6.8%	30.0%	5.3%	6.1%	40.8%	6.2%	
DK/NA	65	2	2	0	0	14	15	1	1	
	12.4%	23.9%	13.7%	3.6%	.0%	20.1%	29.1%	4.2%	10.2%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	47	2	3	0	0	10	1	0	2

		Zip Code		
		96160	96161	96162
8A1. The airport is an important component of the area's economy	Total	11	293	7
	Strongly Agree	6 55.2%	96 32.7%	0 .0%
	Somewhat Agree	5 44.7%	109 37.2%	7 99.9%
	Somewhat Disagree	0 .0%	52 17.7%	0 .0%
	Strongly Disagree	0 .0%	23 7.9%	0 .0%
	DK/NA	0 .0%	13 4.5%	0 .0%
	Total	11	301	7
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	0 .0%	36 12.0%	0 .0%
	Somewhat Agree	0 .0%	62 20.7%	0 .0%
	Somewhat Disagree	2 18.2%	81 26.8%	7 99.9%
	Strongly Disagree	4 37.1%	108 35.9%	0 .0%
	DK/NA	5 44.7%	14 4.6%	0 .0%
	Total	11	301	7
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	5 44.7%	71 23.7%	0 .0%
Somewhat Agree		0 .0%	106 35.3%	7 99.9%
Somewhat Disagree		4 37.1%	48 16.0%	0 .0%
Strongly Disagree		0 .0%	29 9.6%	0 .0%
DK/NA		2 18.2%	47 15.5%	0 .0%
Total		11	301	7
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	4 37.1%	82 27.2%	0 .0%
	Somewhat Agree	5 44.7%	126 41.7%	7 99.9%
	Somewhat Disagree	2 18.2%	37 12.5%	0 .0%
	Strongly Disagree	0 .0%	28 9.4%	0 .0%
	DK/NA	0 .0%	28 9.2%	0 .0%
	Total	11	301	7
	8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	0	29	0

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	20.8%	16.5%	3.2%	.0%	13.3%	1.8%	.0%	11.0%
	Somewhat Agree	93	1	2	6	0	14	2	0	3
	Somewhat Disagree	17.7%	12.7%	12.4%	56.6%	.0%	19.6%	4.7%	2.3%	17.9%
	Strongly Disagree	164	3	2	0	0	31	18	10	7
	DK/NA	31.1%	24.9%	12.8%	3.6%	.0%	43.3%	33.4%	52.1%	48.5%
	Total	160	3	5	0	10	13	23	5	2
	DK/NA	63	1	6	4	2	5	9	4	1
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	11.9%	9.2%	32.5%	33.0%	13.0%	6.3%	17.0%	18.3%	9.0%
	Somewhat Agree	527	10	18	11	12	72	53	19	14
	Somewhat Disagree	107	2	4	0	10	20	5	4	1
	Strongly Disagree	166	5	2	10	0	22	21	5	9
	DK/NA	31.5%	48.7%	11.7%	89.3%	.0%	31.1%	40.0%	25.3%	60.5%
	Total	102	0	8	0	0	12	8	1	0
	DK/NA	19.3%	.0%	44.2%	3.6%	.0%	17.3%	14.7%	7.6%	1.1%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	113	2	3	0	0	13	11	5	4
	DK/NA	21.4%	21.3%	14.8%	3.2%	.0%	17.4%	21.8%	25.5%	29.2%
	Total	40	1	1	0	2	5	8	4	0
	Strongly Agree	7.6%	9.2%	4.2%	3.6%	13.0%	6.8%	14.4%	18.7%	.3%
	Somewhat Agree	55	3	0	0	0	5	7	0	2
	Somewhat Disagree	10.4%	33.4%	.0%	.3%	.0%	7.0%	13.3%	2.3%	12.1%
	DK/NA	132	0	5	0	3	23	12	4	10
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	25.0%	4.1%	25.6%	.3%	26.9%	31.9%	23.0%	21.6%	69.3%
	DK/NA	121	1	5	10	3	11	12	4	0
	Total	22.9%	6.1%	26.8%	89.0%	30.0%	15.3%	23.5%	22.4%	.0%
	Strongly Agree	109	2	3	0	5	11	4	6	1
	Somewhat Agree	20.6%	23.9%	15.4%	3.6%	43.1%	14.9%	7.6%	31.5%	7.3%
	Strongly Disagree	111	3	6	1	0	22	17	4	2
	DK/NA	21.0%	32.5%	32.2%	6.8%	.0%	30.9%	32.6%	22.2%	11.3%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	527	10	18	11	12	72	53	19	14
	Somewhat Agree	147	3	6	6	5	16	6	6	2
	Somewhat Disagree	27.8%	24.9%	31.8%	59.5%	40.0%	22.3%	11.5%	31.5%	12.1%
	Strongly Disagree	180	3	6	4	0	24	14	6	7
	DK/NA	34.1%	27.9%	34.4%	36.2%	.0%	33.9%	26.8%	31.5%	49.9%
	Total	67	1	2	0	3	18	10	0	4
	DK/NA	12.8%	14.7%	8.6%	.3%	30.0%	25.2%	19.1%	.0%	26.3%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	59	1	0	0	3	6	7	3	1
	DK/NA	11.2%	12.2%	.0%	.3%	30.0%	8.0%	13.0%	18.2%	8.8%
	Total	74	2	4	0	0	8	16	4	0
	Strongly Agree	14.1%	20.4%	25.2%	3.6%	.0%	10.6%	29.6%	18.7%	2.9%

		Zip Code		
		96160	96161	96162
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.0%	9.8%	.0%
	Somewhat Agree	5 44.7%	52 17.4%	7 99.9%
	Somewhat Disagree	2 18.2%	91 30.3%	0 .0%
	Strongly Disagree	4 37.1%	95 31.6%	0 .1%
	DK/NA	0 .0%	33 10.9%	0 .0%
Total		11	301	7
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	0 .0%	53 17.5%	7 99.9%
	Somewhat Agree	11 99.9%	82 27.2%	0 .0%
	Somewhat Disagree	0 .0%	72 23.8%	0 .0%
	Strongly Disagree	0 .0%	74 24.7%	0 .0%
	DK/NA	0 .0%	20 6.8%	0 .0%
Total		11	301	7
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0 .0%	37 12.4%	0 .0%
	Somewhat Agree	9 81.7%	66 21.9%	0 .0%
	Somewhat Disagree	2 18.2%	73 24.2%	0 .0%
	Strongly Disagree	0 .0%	76 25.3%	0 .0%
	DK/NA	0 .0%	49 16.1%	7 99.9%
Total		11	301	7
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	0 .0%	98 32.5%	0 .0%
	Somewhat Agree	7 62.9%	108 36.0%	0 .0%
	Somewhat Disagree	0 .0%	29 9.5%	0 .0%
	Strongly Disagree	4 37.0%	33 11.0%	0 .0%
	DK/NA	0 .0%	33 11.0%	7 99.9%

Comparisons of Column Proportions ^{b,c}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
8A1. The airport is an important component of the area's economy	Strongly Agree				B F J K	J			
	Somewhat Agree			a	a				
	Somewhat Disagree	a			a		E J		a
	Strongly Disagree				a				
	DK/NA				a				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		F		a				
	Somewhat Agree						J		
	Somewhat Disagree				B E F G J K				
	Strongly Disagree				a				
	DK/NA								
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree					J			
	Somewhat Agree								
	Somewhat Disagree		E F		a			E F	
	Strongly Disagree				E J				
	DK/NA								
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree				C F				C F
	Somewhat Agree	a	J		a				a
	Somewhat Disagree		a		E F G H				
	Strongly Disagree				a			E F J	
	DK/NA						J		
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree								
	Somewhat Agree				F G J				
	Somewhat Disagree								
	Strongly Disagree								
	DK/NA								
8C2. The airport should grow to address increasing demands from the community	Strongly Agree								
	Somewhat Agree				B E G J K				
	Somewhat Disagree	a							
	Strongly Disagree								
	DK/NA								
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree								
	Somewhat Agree								
	Somewhat Disagree				C E F G H I J				
	Strongly Disagree								
	DK/NA								
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree								
	Somewhat Agree								
	Somewhat Disagree				A E F G I J K				C J
	Strongly Disagree								a
	DK/NA								
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree				F				
	Somewhat Agree								
	Somewhat Disagree							J	
	Strongly Disagree								
	DK/NA							J	

Comparisons of Column Proportions^{b,c}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
8A1. The airport is an important component of the area's economy	Strongly Agree	a		AFGHJ
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	EJ		BCIJ
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	F		EFIJ
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			FGH
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	F		ABEFGHJ
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	BEFGJK		BCEFGHIJ
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	ACFJK		a
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			a
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
8A1. The airport is an important component of the area's economy	Total	311	2	26	24	7	69
	Strongly Agree	102	0	5	0	1	35
		32.7%	19.9%	17.6%	.9%	10.4%	50.4%
	Somewhat Agree	121	0	13	21	2	22
		38.9%	.0%	48.9%	89.6%	23.6%	31.6%
	Somewhat Disagree	52	1	6	1	5	5
		16.7%	69.9%	23.2%	4.6%	66.0%	7.3%
Strongly Disagree	23	0	2	1	0	5	
	7.4%	.0%	7.8%	3.1%	.0%	7.2%	
DK/NA	13	0	1	0	0	2	
	4.3%	10.2%	2.4%	1.8%	.0%	3.5%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	319	2	26	24	7	70
	Strongly Agree	36	0	0	1	0	9
		11.3%	.0%	1.6%	3.1%	.0%	12.9%
	Somewhat Agree	62	0	7	10	5	6
		19.5%	.0%	25.6%	40.5%	76.4%	8.4%
	Somewhat Disagree	90	1	14	8	2	22
		28.2%	45.2%	53.4%	35.2%	23.6%	31.0%
Strongly Disagree	112	1	5	0	0	30	
	35.2%	54.8%	17.7%	.9%	.0%	42.6%	
DK/NA	19	0	0	5	0	4	
	5.8%	.0%	1.6%	20.3%	.0%	5.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	319	2	26	24	7	70
	Strongly Agree	76	1	4	6	1	16
		23.8%	69.9%	14.4%	26.7%	13.3%	22.7%
	Somewhat Agree	113	0	16	14	5	14
		35.6%	19.9%	62.7%	60.6%	76.4%	19.7%
	Somewhat Disagree	52	0	1	1	1	17
		16.3%	.0%	2.8%	4.9%	10.4%	24.7%
Strongly Disagree	29	0	1	0	0	13	
	9.1%	.0%	4.8%	.0%	.0%	18.2%	
DK/NA	48	0	4	2	0	10	
	15.2%	10.2%	15.2%	7.8%	.0%	14.6%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	319	2	26	24	7	70
	Strongly Agree	86	0	2	1	4	25
		26.9%	.0%	6.5%	4.6%	52.7%	35.6%
	Somewhat Agree	138	1	14	19	2	30
		43.1%	54.8%	53.0%	81.2%	34.0%	43.0%
	Somewhat Disagree	39	0	8	1	1	5
		12.4%	.0%	31.1%	5.5%	13.3%	6.7%
Strongly Disagree	28	0	0	2	0	4	
	8.9%	.0%	.8%	7.0%	.0%	6.0%	
DK/NA	28	1	2	0	0	6	
	8.7%	45.1%	8.6%	1.8%	.0%	8.6%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	319	2	26	24	7	70
	Strongly Agree	29	0	2	1	0	6

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
8A1. The airport is an important component of the area's economy	Total	7	7	6	2
	Strongly Agree	3	6	4	0
	Somewhat Agree	45.6%	84.5%	62.3%	.0%
	Somewhat Disagree	3	1	2	2
	Strongly Disagree	43.3%	15.5%	31.3%	100.0%
	DK/NA	0	0	0	0
		.0%	.0%	6.4%	.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	7	7	6	2
	Strongly Agree	1	0	0	0
	Somewhat Agree	11.1%	.0%	.0%	.0%
	Somewhat Disagree	1	1	0	1
	Strongly Disagree	12.0%	9.9%	6.4%	30.5%
	DK/NA	3	0	2	1
		47.1%	.0%	29.7%	39.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	7	7	6	2
	Strongly Agree	1	0	3	1
	Somewhat Agree	21.3%	.0%	42.3%	30.5%
	Somewhat Disagree	2	7	1	2
	Strongly Disagree	31.4%	100.0%	21.6%	69.5%
	DK/NA	0	0	0	0
		.0%	.0%	.0%	.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	7	7	6	2
	Strongly Agree	2	6	1	0
	Somewhat Agree	26.8%	84.5%	21.8%	.0%
	Somewhat Disagree	5	1	3	2
	Strongly Disagree	73.2%	9.9%	45.6%	100.0%
	DK/NA	0	0	0	0
		.0%	5.6%	6.4%	.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	7	7	6	2
	Strongly Agree	0	0	0	1

		Neighborhood					
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
8A1. The airport is an important component of the area's economy	Total	12	38	22	58	25	5
	Strongly Agree	4	5	8	19	12	0
	Somewhat Agree	33.8%	13.0%	33.9%	33.1%	45.9%	8.1%
	Somewhat Disagree	4	19	9	16	6	0
	Strongly Disagree	33.4%	51.3%	41.3%	28.1%	24.3%	4.0%
	DK/NA	2	8	3	13	4	4
		13.4%	21.4%	12.5%	22.9%	15.1%	74.1%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	2	4	2	4	2	0
	Strongly Agree	19.4%	11.6%	7.7%	7.0%	8.2%	.0%
	Somewhat Agree	2	2	1	5	2	1
	Somewhat Disagree	15.6%	29.5%	11.4%	17.8%	17.7%	4.0%
	Strongly Disagree	2	12	3	10	5	0
	DK/NA	18.3%	29.5%	4.8%	31.6%	12.6%	4.0%
		23.6%	20.5%	68.8%	29.4%	50.2%	91.9%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	13	42	24	58	26	5
	Strongly Agree	4	8	6	21	3	0
	Somewhat Agree	27.8%	19.7%	26.8%	36.4%	13.2%	4.0%
	Somewhat Disagree	4	17	8	13	5	4
	Strongly Disagree	32.9%	39.8%	34.0%	21.9%	19.2%	82.1%
	DK/NA	3	6	4	9	10	0
		19.1%	14.1%	17.1%	16.3%	39.1%	.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	0	1	2	5	3	1
	Strongly Agree	.0%	2.2%	9.8%	8.1%	12.8%	13.8%
	Somewhat Agree	3	10	3	10	4	0
	Somewhat Disagree	20.2%	24.2%	12.3%	17.3%	15.8%	.0%
	Strongly Disagree	13	42	24	58	26	5
	DK/NA	3	14	8	5	11	4
		24.3%	33.0%	35.4%	8.2%	40.5%	82.1%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	4	18	6	24	7	0
	Strongly Agree	30.4%	43.2%	27.5%	41.8%	28.7%	4.0%
	Somewhat Agree	2	5	4	10	2	0
	Somewhat Disagree	18.0%	12.8%	16.5%	18.0%	6.4%	.0%
	Strongly Disagree	3	0	2	12	4	0
	DK/NA	20.3%	1.0%	9.2%	19.9%	13.9%	.0%
		7.0%	10.0%	11.4%	12.1%	10.5%	13.8%

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.2%	.0%	6.6%	4.6%	.0%	8.8%
		64	1	7	22	1	6
	Somewhat Agree	20.2%	34.9%	26.5%	93.6%	13.3%	8.0%
		93	0	11	0	2	18
	Somewhat Disagree	29.2%	10.2%	43.4%	1.8%	34.0%	26.4%
		99	0	3	0	4	33
	Strongly Disagree	31.1%	19.9%	13.3%	.0%	52.7%	47.7%
		33	1	3	0	0	6
	DK/NA	10.3%	34.9%	10.2%	.0%	.0%	9.2%
		319	2	26	24	7	70
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	18.8%	.0%	33.4%	31.3%	.0%	20.3%
		92	0	6	12	4	23
	Somewhat Agree	29.0%	19.9%	24.3%	52.3%	52.7%	32.6%
		72	2	6	1	1	20
	Somewhat Disagree	22.5%	80.1%	23.4%	5.5%	10.4%	28.3%
		74	0	3	3	2	10
	Strongly Disagree	23.3%	.0%	11.3%	10.9%	23.6%	13.7%
		20	0	2	0	1	4
	DK/NA	6.4%	.0%	7.5%	.0%	13.3%	5.1%
		319	2	26	24	7	70
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	11.7%	.0%	2.4%	5.5%	.0%	19.8%
		37	0	1	1	0	14
	Somewhat Agree	23.4%	.0%	26.2%	53.4%	13.3%	20.4%
		75	0	7	13	1	14
	Somewhat Disagree	23.4%	30.1%	25.4%	3.0%	23.6%	26.0%
		75	1	7	1	2	18
	Strongly Disagree	23.9%	69.9%	32.1%	3.1%	52.7%	18.8%
		76	1	8	1	4	13
	DK/NA	17.5%	.0%	13.8%	35.0%	10.4%	15.1%
		56	0	4	8	1	11
	Total	319	2	26	24	7	70
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	30.6%	80.1%	41.5%	8.1%	52.7%	16.6%
		98	2	11	2	4	12
	Somewhat Agree	36.1%	19.9%	29.4%	61.5%	23.6%	31.9%
		115	0	8	14	2	22
	Somewhat Disagree	9.0%	.0%	16.0%	.0%	13.3%	15.8%
		29	0	4	0	1	11
	Strongly Disagree	11.6%	.0%	.8%	.0%	.0%	22.3%
		37	0	0	0	0	16
	DK/NA	12.6%	.0%	12.2%	30.4%	10.4%	13.4%
		40	0	3	7	1	9
		319	2	26	24	7	70

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.0%	.0%	6.4%	30.5%
		1	0	0	1
	Somewhat Agree	16.7%	.0%	3.3%	30.5%
		2	0	1	1
	Somewhat Disagree	31.4%	5.6%	23.1%	39.0%
		2	6	4	0
	Strongly Disagree	29.9%	84.5%	67.2%	.0%
		1	1	0	0
	DK/NA	22.0%	9.9%	.0%	.0%
		7	7	6	2
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.0%	.0%	16.1%	.0%
		3	7	2	1
	Somewhat Agree	51.2%	100.0%	28.2%	30.5%
		1	0	3	1
	Somewhat Disagree	15.7%	.0%	42.9%	39.0%
		2	0	1	1
	Strongly Disagree	26.8%	.0%	12.8%	30.5%
		0	0	0	0
	DK/NA	6.3%	.0%	.0%	.0%
		7	7	6	2
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	.0%	.0%	26.2%	.0%
		0	0	2	0
	Somewhat Agree	11.1%	94.4%	25.6%	39.0%
		1	7	2	1
	Somewhat Disagree	31.4%	5.6%	36.0%	30.5%
		2	0	2	1
	Strongly Disagree	35.5%	.0%	12.1%	.0%
		2	0	1	0
	DK/NA	22.0%	.0%	.0%	30.5%
		1	0	0	1
	Total	7	7	6	2
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	22.0%	9.9%	28.2%	30.5%
		1	1	2	1
	Somewhat Agree	56.7%	90.1%	16.1%	39.0%
		4	7	1	1
	Somewhat Disagree	5.7%	.0%	12.8%	30.5%
		0	0	1	1
	Strongly Disagree	.0%	.0%	26.2%	.0%
		0	0	2	0
	DK/NA	15.7%	.0%	16.7%	.0%
		1	0	1	0
		7	7	6	2

		Neighborhood					
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	17.5%	16.6%	8.0%	8.7%	12.2%	.0%
	Somewhat Agree	2	13	1	8	3	0
	Somewhat Disagree	13.4%	30.6%	4.2%	13.4%	10.4%	4.0%
	Strongly Disagree	3	17	9	21	5	0
	DK/NA	22.9%	40.4%	38.0%	36.9%	19.5%	8.1%
	Total	4	4	11	16	12	0
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	5.3%	9.6%	25.9%	7.0%	37.4%	74.1%
	Somewhat Agree	3	16	2	8	4	0
	Somewhat Disagree	23.2%	38.1%	7.9%	14.5%	16.6%	4.0%
	Strongly Disagree	0	8	7	19	4	0
	DK/NA	.0%	18.4%	28.5%	33.7%	13.9%	.0%
	Total	9	13	4	22	6	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	63.8%	30.9%	16.7%	37.6%	24.4%	17.9%
	Somewhat Agree	1	1	5	4	2	0
	Somewhat Disagree	7.6%	3.0%	20.9%	7.2%	7.7%	4.0%
	Strongly Disagree	13	42	24	58	26	5
	DK/NA	1	6	6	6	1	0
	Total	6.9%	14.7%	25.7%	9.6%	4.0%	4.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	2	9	1	14	5	0
	Somewhat Agree	12.2%	20.5%	4.0%	23.9%	18.6%	4.0%
	Somewhat Disagree	1	12	7	16	5	0
	Strongly Disagree	7.2%	29.3%	31.2%	26.9%	20.8%	.0%
	DK/NA	8	10	4	18	5	0
	Total	60.3%	24.3%	18.3%	31.2%	19.8%	4.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	2	5	5	5	10	5
	Somewhat Agree	13.4%	11.1%	20.9%	8.5%	36.9%	87.9%
	Somewhat Disagree	3	13	5	20	11	4
	Strongly Disagree	24.8%	31.6%	22.0%	34.3%	41.2%	78.1%
	DK/NA	1	2	3	2	2	0
	Total	6.9%	5.9%	13.7%	3.3%	7.3%	4.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	1	6	1	10	2	0
	Somewhat Agree	5.4%	13.5%	4.4%	17.6%	7.9%	.0%
	Somewhat Disagree	0	3	4	5	7	0
	Strongly Disagree	.0%	7.0%	15.7%	8.1%	25.0%	.0%
	DK/NA						
	Total						

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Alder (A)	Donner Lake (B)	DownTown (C)	Gateway (D)	Glenshire (E)
8A1. The airport is an important component of the area's economy	Strongly Agree					
	Somewhat Agree	.		DEGJLMNO		CK
	Somewhat Disagree	.a			CE	
	Strongly Disagree	.a			.a	
	DK/NA	.a			.a	
	Total	.a			.a	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree					
	Somewhat Agree		L	E	E	
	Somewhat Disagree				.a	C
	Strongly Disagree				.a	
	DK/NA				.a	
	Total					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		EM	E		
	Somewhat Agree					
	Somewhat Disagree			E		
	Strongly Disagree					
	DK/NA					
	Total					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			GLN		
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
	Total					
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree				BDEFHJKLMNO	
	Somewhat Agree					
	Somewhat Disagree					C
	Strongly Disagree					.a
	DK/NA					.a
	Total					.a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree				M	
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
	Total					
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree					
	Somewhat Agree				L	
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
	Total					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
	Total					

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
		(F)	(G)	(H)	(I)
8A1. The airport is an important component of the area's economy	Strongly Agree		C K	C	a
	Somewhat Agree				a
	Somewhat Disagree	a	a		a
	Strongly Disagree		a		a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA	a	a	a	a
	Strongly Agree		a		a
	Somewhat Agree				
	Somewhat Disagree				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	a	B C K	C	a
	DK/NA		a	a	
	Strongly Agree		a		
	Somewhat Agree		E M N		a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree	a			a
	Strongly Disagree	a	a		a
	DK/NA	a		a	a
	Strongly Agree		a		a
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree		B C K	C K	a
	DK/NA	a	a		a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree				
	Somewhat Agree		B L M N		
	Somewhat Disagree		a		
	Strongly Disagree		a		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA			a	a
	Strongly Agree	a	a		a
	Somewhat Agree		E J K L M N		
	Somewhat Disagree				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree				
	DK/NA				
	Strongly Agree				
	Somewhat Agree		a		a

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
8A1. The airport is an important component of the area's economy	Strongly Agree					C
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA	a				
	Strongly Agree	B				
	Somewhat Agree					
	Somewhat Disagree					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	a		B C K		C
	DK/NA					
	Strongly Agree					
	Somewhat Agree					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
	Strongly Agree					M
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree				C K	C K
	DK/NA					
8C2. The airport should grow to address increasing demands from the community	Strongly Agree					M
	Somewhat Agree					
	Somewhat Disagree	a				
	Strongly Disagree	E				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA					
	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree					
	DK/NA					
	Strongly Agree	C				
	Somewhat Agree	C E				

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
8A1. The airport is an important component of the area's economy	Strongly Agree	C E
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	C a
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a a B C M
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a .
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a B C E K L M N K M
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a .
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a .
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	B E K M a a .
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
8A1. The airport is an important component of the area's economy	Total	516	19	66	142	84
	Strongly Agree	201	5	13	55	37
	Somewhat Agree	38.9%	26.4%	19.9%	38.6%	44.3%
	Somewhat Disagree	178	11	27	46	31
	Strongly Disagree	34.5%	56.4%	40.6%	32.4%	36.8%
	DK/NA	67	3	13	20	5
	DK/NA	13.0%	14.1%	19.2%	14.3%	6.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Disagree	43	0	6	12	7
	DK/NA	8.3%	.0%	8.8%	8.1%	8.0%
	DK/NA	28	1	8	9	4
	DK/NA	5.3%	3.2%	11.4%	6.7%	4.8%
	Total	527	19	66	142	92
	Strongly Agree	49	0	3	4	14
	Somewhat Agree	9.3%	2.1%	5.0%	3.0%	15.5%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	92	2	9	31	16
	Somewhat Disagree	17.6%	12.8%	14.3%	21.7%	17.7%
	Strongly Disagree	169	9	37	32	25
	DK/NA	32.2%	45.9%	56.8%	22.5%	27.6%
	Strongly Disagree	187	7	9	66	31
	DK/NA	35.4%	36.0%	13.0%	46.5%	34.1%
	DK/NA	29	1	7	9	5
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA	5.5%	3.2%	10.9%	6.3%	5.1%
	Total	527	19	66	142	92
	Strongly Agree	136	5	12	33	22
	Somewhat Agree	25.7%	25.3%	17.8%	23.1%	23.5%
	Somewhat Disagree	177	9	24	39	39
	Strongly Disagree	33.6%	44.8%	35.9%	27.8%	41.8%
	DK/NA	77	1	8	18	13
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Disagree	14.7%	3.7%	11.8%	12.8%	13.9%
	Strongly Disagree	48	1	6	16	7
	DK/NA	9.1%	4.8%	9.0%	11.3%	7.2%
	DK/NA	89	4	17	36	13
	DK/NA	16.9%	21.4%	25.4%	25.1%	13.7%
	Total	527	19	66	142	92
	Strongly Agree	141	3	3	41	25
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	208	15	31	47	46
	Somewhat Disagree	39.5%	75.3%	47.6%	32.8%	49.6%
	Strongly Disagree	63	0	15	21	10
	DK/NA	12.0%	.0%	23.4%	15.1%	10.3%
	Strongly Disagree	50	0	8	10	8
	DK/NA	9.4%	.0%	12.7%	6.7%	8.7%
	DK/NA	65	2	8	23	4
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	12.4%	10.1%	12.3%	16.5%	4.3%
	Total	527	19	66	142	92
	Strongly Agree	47	1	5	4	11

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
8A1. The airport is an important component of the area's economy	Total	81	46	75	3
	Strongly Agree	33	17	38	3
		40.7%	36.2%	50.4%	100.0%
	Somewhat Agree	34	13	17	0
		41.8%	28.6%	22.3%	.0%
	Somewhat Disagree	11	5	10	0
		13.4%	11.8%	13.4%	.0%
Strongly Disagree	3	8	7	0	
	4.1%	17.8%	9.5%	.0%	
DK/NA	0	3	3	0	
	.0%	5.7%	4.4%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	81	48	76	3
	Strongly Agree	10	8	9	0
		12.2%	16.6%	12.0%	.0%
	Somewhat Agree	12	6	15	0
		15.3%	12.0%	20.1%	.0%
	Somewhat Disagree	24	21	17	3
		30.2%	43.4%	23.0%	100.0%
Strongly Disagree	32	12	30	0	
	39.3%	24.1%	40.2%	.0%	
DK/NA	2	2	4	0	
	2.9%	3.9%	4.6%	.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	81	48	76	3
	Strongly Agree	25	7	30	3
		30.8%	14.1%	39.2%	100.0%
	Somewhat Agree	27	22	18	0
		33.0%	46.3%	23.8%	.0%
	Somewhat Disagree	17	6	14	0
		21.3%	13.0%	18.9%	.0%
Strongly Disagree	6	7	6	0	
	7.4%	13.9%	7.4%	.0%	
DK/NA	6	6	8	0	
	7.4%	12.7%	10.8%	.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	81	48	76	3
	Strongly Agree	26	7	33	3
		32.3%	14.8%	43.6%	100.0%
	Somewhat Agree	35	17	18	0
		43.2%	34.6%	24.2%	.0%
	Somewhat Disagree	5	5	7	0
		6.2%	10.8%	9.2%	.0%
Strongly Disagree	10	3	10	0	
	12.9%	6.6%	13.5%	.0%	
DK/NA	4	16	7	0	
	5.5%	33.3%	9.5%	.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	81	48	76	3
	Strongly Agree	7	7	12	0

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	3.7%	7.5%	3.0%	11.6%
		93	0	13	33	20
	Somewhat Agree	17.7%	2.1%	20.2%	23.0%	21.8%
		164	8	27	38	27
	Somewhat Disagree	31.1%	40.5%	41.9%	26.6%	29.0%
		160	7	10	45	30
	Strongly Disagree	30.4%	33.8%	14.8%	31.3%	32.3%
	63	4	10	23	5	
DK/NA	11.9%	19.8%	15.6%	16.1%	5.3%	
	527	19	66	142	92	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	0	9	24	15
		20.2%	2.1%	13.9%	17.1%	16.1%
	Somewhat Agree	166	7	20	57	33
		31.5%	38.0%	30.7%	40.4%	35.7%
	Somewhat Disagree	102	4	17	19	21
		19.3%	22.7%	26.2%	13.4%	22.4%
	Strongly Disagree	113	2	12	33	21
	21.4%	11.9%	18.5%	23.1%	22.5%	
DK/NA	40	5	7	9	3	
	7.6%	25.3%	10.7%	6.1%	3.4%	
	527	19	66	142	92	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	55	0	1	18	12
		10.4%	.0%	2.2%	12.8%	12.6%
	Somewhat Agree	132	6	15	42	23
		25.0%	32.4%	22.9%	29.4%	24.5%
	Somewhat Disagree	121	7	17	34	19
		22.9%	33.7%	26.6%	23.8%	21.0%
	Strongly Disagree	109	2	18	14	24
	20.6%	10.6%	27.7%	9.7%	26.0%	
DK/NA	111	5	14	34	15	
	21.0%	23.3%	20.6%	24.3%	15.9%	
	527	19	66	142	92	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	147	5	25	27	23
		27.8%	25.7%	38.1%	19.3%	24.9%
	Somewhat Agree	180	6	18	52	42
		34.1%	28.4%	27.1%	36.5%	45.4%
	Somewhat Disagree	67	5	9	16	6
		12.8%	26.9%	13.4%	11.0%	6.8%
	Strongly Disagree	59	0	1	24	15
	11.2%	.0%	2.0%	16.7%	16.1%	
DK/NA	74	4	13	23	6	
	14.1%	19.0%	19.4%	16.5%	6.8%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.2%	13.9%	16.0%	.0%
		8	9	10	0
	Somewhat Agree	9.6%	19.0%	13.4%	.0%
		26	14	24	0
	Somewhat Disagree	32.7%	28.2%	31.9%	.0%
		32	12	22	3
	40.3%	24.5%	29.0%	100.0%	
	DK/NA	7	7	7	0
		8.2%	14.4%	9.8%	.0%
	Total	81	48	76	3
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	17	15	24	3
		20.7%	30.3%	31.1%	100.0%
	Somewhat Agree	25	14	9	0
		30.4%	29.4%	12.3%	.0%
	Somewhat Disagree	19	5	17	0
		23.3%	10.4%	22.1%	.0%
	Strongly Disagree	17	9	19	0
		20.6%	18.0%	25.6%	.0%
	DK/NA	4	6	7	0
		5.0%	11.9%	8.8%	.0%
	Total	81	48	76	3
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10	6	8	0
		11.9%	12.8%	10.5%	.0%
	Somewhat Agree	18	5	20	3
		22.1%	10.5%	26.7%	100.0%
	Somewhat Disagree	25	7	12	0
		31.6%	13.6%	15.4%	.0%
	Strongly Disagree	21	9	21	0
		26.3%	17.8%	27.5%	.0%
	DK/NA	7	22	15	0
		8.1%	45.4%	19.9%	.0%
	Total	81	48	76	3
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	28	9	27	3
		34.3%	18.3%	35.3%	100.0%
	Somewhat Agree	26	11	26	0
		31.7%	23.1%	34.0%	.0%
	Somewhat Disagree	15	11	5	0
		19.1%	22.0%	6.9%	.0%
	Strongly Disagree	11	3	6	0
		13.2%	5.5%	8.0%	.0%
	DK/NA	1	15	12	0
		1.7%	31.1%	15.8%	.0%

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	Strongly Agree				B	
	Somewhat Agree					
	Somewhat Disagree	a				
	Strongly Disagree		E			
	DK/NA				C	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree					
	Somewhat Agree		C D E G			
	Somewhat Disagree			B		B
	Strongly Disagree					
	DK/NA					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree				E	
	Strongly Disagree				B	
	DK/NA					B
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	C G				
	Somewhat Agree	a				
	Somewhat Disagree		E			
	Strongly Disagree					
	DK/NA					
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					B
	DK/NA					
8C2. The airport should grow to address increasing demands from the community	Strongly Agree					
	Somewhat Agree			G		
	Somewhat Disagree				G	
	Strongly Disagree					
	DK/NA	D				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a				
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree		C			C
	DK/NA				C	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree	a		B		
	DK/NA	E	E	E		

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
8A1. The airport is an important component of the area's economy	Strongly Agree	C	B	a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	C		a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree		B	a
	DK/NA			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	D E G		a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	D E G	B F	a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	D E G	C	a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	D E G		a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	D E		a
	Somewhat Agree			a
	Somewhat Disagree		C	a
	Strongly Disagree			a
	DK/NA			a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	D E		a
	Somewhat Agree			a
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA		E	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	516	153	359	4
	Strongly Agree	201	55	145	0
		38.9%	36.3%	40.4%	8.2%
	Somewhat Agree	178	57	119	3
		34.5%	37.0%	33.2%	59.4%
	Somewhat Disagree	67	28	38	1
		13.0%	18.6%	10.5%	16.2%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Disagree	43	6	37	0
		8.3%	3.7%	10.3%	.0%
	DK/NA	28	7	20	1
		5.3%	4.4%	5.6%	16.2%
	Total	527	154	369	4
	Strongly Agree	49	6	43	0
		9.3%	4.1%	11.6%	.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	92	20	69	3
		17.6%	13.3%	18.8%	64.0%
	Somewhat Disagree	169	73	96	1
		32.2%	47.2%	26.1%	16.2%
	Strongly Disagree	187	46	140	1
		35.4%	30.0%	37.9%	19.8%
	DK/NA	29	8	21	0
	5.5%	5.4%	5.6%	.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	154	369	4
	Strongly Agree	136	31	104	1
		25.7%	19.9%	28.2%	16.2%
	Somewhat Agree	177	57	118	3
		33.6%	36.8%	31.9%	64.0%
	Somewhat Disagree	77	34	43	0
		14.7%	22.0%	11.8%	.0%
8C1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	48	6	41	1
		9.1%	3.8%	11.2%	19.8%
	DK/NA	89	27	62	0
		16.9%	17.5%	16.9%	.0%
	Total	527	154	369	4
	Strongly Agree	141	34	106	0
		26.7%	22.3%	28.8%	8.2%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	208	66	139	3
		39.5%	42.7%	37.7%	75.6%
	Somewhat Disagree	63	25	38	0
		12.0%	16.5%	10.3%	.0%
	Strongly Disagree	50	13	37	0
		9.4%	8.3%	10.0%	.0%
	DK/NA	65	16	49	1
	12.4%	10.2%	13.2%	16.2%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	154	369	4
	Strongly Agree	47	16	31	0

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	10.5%	8.3%	.0%
		93	39	51	4
	Somewhat Agree	17.7%	25.1%	13.9%	80.2%
		164	46	118	0
	Somewhat Disagree	31.1%	30.0%	32.0%	.0%
		160	32	128	0
	Strongly Disagree	30.4%	20.9%	34.6%	3.6%
		63	21	41	1
	DK/NA	11.9%	13.5%	11.2%	16.2%
		527	154	369	4
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	35	71	0
		20.2%	22.9%	19.4%	.0%
	Somewhat Agree	166	60	103	3
		31.5%	38.9%	28.0%	64.0%
	Somewhat Disagree	102	30	70	1
		19.3%	19.8%	19.1%	19.8%
	Strongly Disagree	113	20	91	1
		21.4%	13.2%	24.8%	16.2%
	DK/NA	40	8	32	0
		7.6%	5.2%	8.7%	.0%
	Total	527	154	369	4
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	55	15	40	0
		10.4%	9.4%	11.0%	.0%
	Somewhat Agree	132	45	87	1
		25.0%	29.0%	23.5%	11.8%
	Somewhat Disagree	121	33	86	3
		22.9%	21.3%	23.2%	55.8%
	Strongly Disagree	109	30	78	1
		20.6%	19.5%	21.1%	16.2%
	DK/NA	111	32	78	1
		21.0%	20.8%	21.1%	16.2%
	Total	527	154	369	4
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	147	43	102	1
		27.8%	27.9%	27.8%	32.4%
	Somewhat Agree	180	49	128	3
		34.1%	31.9%	34.7%	55.8%
	Somewhat Disagree	67	33	34	1
		12.8%	21.3%	9.2%	11.8%
	Strongly Disagree	59	9	50	0
		11.2%	5.9%	13.6%	.0%
	DK/NA	74	20	54	0
		14.1%	13.1%	14.7%	.0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	Strongly Agree			
	Somewhat Agree			
	Somewhat Disagree	B	A	. ^a
	Strongly Disagree			. ^a
	DK/NA		A	. ^a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			. ^a
	Somewhat Agree	B		A
	Somewhat Disagree			. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree			. ^a
	Somewhat Agree	B	A	. ^a
	Somewhat Disagree			. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			. ^a
	Somewhat Agree	B		. ^a
	Somewhat Disagree			. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			. ^a
	Somewhat Agree	B		A B
	Somewhat Disagree		A	. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree			. ^a
	Somewhat Agree	B		. ^a
	Somewhat Disagree		A	. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree			. ^a
	Somewhat Agree			. ^a
	Somewhat Disagree			. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			. ^a
	Somewhat Agree	B		. ^a
	Somewhat Disagree		A	. ^a
	Strongly Disagree			. ^a
	DK/NA			. ^a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
8A1. The airport is an important component of the area's economy	Total	359	356	3
	Strongly Agree	145 40.4%	145 40.6%	0 13.0%
	Somewhat Agree	119 33.2%	117 33.0%	2 57.0%
	Somewhat Disagree	38 10.5%	37 10.4%	1 22.8%
	Strongly Disagree	37 10.3%	37 10.4%	0 .0%
	DK/NA	20 5.6%	20 5.6%	0 7.1%
	Total	369	365	3
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	43 11.6%	42 11.5%	1 22.8%
	Somewhat Agree	69 18.8%	68 18.6%	1 37.7%
	Somewhat Disagree	96 26.1%	96 26.1%	1 19.4%
	Strongly Disagree	140 37.9%	139 38.1%	1 20.1%
	DK/NA	21 5.6%	21 5.7%	0 .0%
	Total	369	365	3
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	104 28.2%	103 28.3%	1 20.1%
Somewhat Agree		118 31.9%	116 31.7%	2 57.0%
Somewhat Disagree		43 11.8%	43 11.9%	0 .0%
Strongly Disagree		41 11.2%	40 11.1%	1 22.8%
DK/NA		62 16.9%	62 17.1%	0 .0%
Total		369	365	3
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	106 28.8%	105 28.9%	1 20.1%
	Somewhat Agree	139 37.7%	136 37.3%	3 79.9%
	Somewhat Disagree	38 10.3%	38 10.4%	0 .0%
	Strongly Disagree	37 10.0%	37 10.1%	0 .0%
	DK/NA	49 13.2%	49 13.3%	0 .0%
	Total	369	365	3
	8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	31	31	0

		Prime/Secondary Residence		
		Total	Primary home	Second home
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.3%	8.4%	.0%
	Somewhat Agree	51 13.9%	50 13.8%	1 22.8%
	Somewhat Disagree	118 32.0%	116 31.7%	2 64.1%
	Strongly Disagree	128 34.6%	127 34.8%	0 13.0%
	DK/NA	41 11.2%	41 11.3%	0 .0%
	Total	369	365	3
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	71 19.4%	71 19.3%	1 20.1%
	Somewhat Agree	103 28.0%	103 28.1%	1 19.4%
	Somewhat Disagree	70 19.1%	69 18.9%	1 37.7%
	Strongly Disagree	91 24.8%	91 24.8%	1 22.8%
	DK/NA	32 8.7%	32 8.8%	0 .0%
	Total	369	365	3
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	40 11.0%	40 11.1%	0 .0%
	Somewhat Agree	87 23.5%	86 23.6%	0 13.0%
	Somewhat Disagree	86 23.2%	84 22.9%	2 64.1%
	Strongly Disagree	78 21.1%	77 21.1%	1 22.8%
	DK/NA	78 21.1%	78 21.3%	0 .0%
	Total	369	365	3
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	102 27.8%	101 27.6%	1 44.8%
	Somewhat Agree	128 34.7%	127 34.7%	1 42.2%
	Somewhat Disagree	34 9.2%	34 9.3%	0 .0%
	Strongly Disagree	50 13.6%	50 13.6%	0 13.0%
	DK/NA	54 14.7%	54 14.8%	0 .0%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
8A1. The airport is an important component of the area's economy	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
	DK/NA		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
	DK/NA		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		a
	Strongly Disagree		a
	DK/NA		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree		
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
	DK/NA		
8C2. The airport should grow to address increasing demands from the community	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
	DK/NA		a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
	DK/NA		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		a
	Strongly Disagree		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
8A1. The airport is an important component of the area's economy	Total	516	2	2	8	386
	Strongly Agree	201	0	0	2	130
		38.9%	.0%	.0%	30.3%	33.8%
	Somewhat Agree	178	0	1	5	137
		34.5%	.0%	59.9%	56.6%	35.6%
	Somewhat Disagree	67	2	0	0	61
		13.0%	100.0%	.0%	.0%	15.9%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Disagree	43	0	1	0	33
		8.3%	.0%	40.1%	.0%	8.6%
	DK/NA	28	0	0	1	24
		5.3%	.0%	.0%	13.1%	6.1%
	Total	527	2	2	8	397
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	49	0	1	0	46
		9.3%	.0%	40.1%	.0%	11.6%
	Somewhat Agree	92	2	1	1	72
		17.6%	100.0%	59.9%	15.0%	18.1%
	Somewhat Disagree	169	0	0	3	130
		32.2%	.0%	.0%	42.0%	32.8%
	Strongly Disagree	187	0	0	2	128
	35.4%	.0%	.0%	29.9%	32.4%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA	29	0	0	1	20
		5.5%	.0%	.0%	13.1%	5.1%
	Total	527	2	2	8	397
	Strongly Agree	136	2	0	3	107
		25.7%	100.0%	.0%	42.8%	27.1%
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree	177	0	1	4	130
		33.6%	.0%	59.9%	48.5%	32.8%
	Somewhat Disagree	77	0	1	0	57
		14.7%	.0%	40.1%	.0%	14.4%
	Strongly Disagree	48	0	0	1	34
		9.1%	.0%	.0%	8.7%	8.5%
	DK/NA	89	0	0	0	68
	16.9%	.0%	.0%	.0%	17.2%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	2	2	8	397
	Strongly Agree	141	2	0	1	94
		26.7%	100.0%	.0%	8.7%	23.7%
	Somewhat Agree	208	0	2	4	159
		39.5%	.0%	100.0%	54.0%	40.2%
	Somewhat Disagree	63	0	0	2	59
		12.0%	.0%	.0%	24.2%	14.8%
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Disagree	50	0	0	0	36
		9.4%	.0%	.0%	.0%	9.1%
	DK/NA	65	0	0	1	49
		12.4%	.0%	.0%	13.1%	12.3%
	Total	527	2	2	8	397
Strongly Agree	47	0	1	0	36	

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
8A1. The airport is an important component of the area's economy	Total	96	1	1	7	14
	Strongly Agree	60 62.0%	0 .0%	0 23.8%	2 30.5%	6 41.3%
	Somewhat Agree	31 32.0%	1 100.0%	1 52.3%	3 36.1%	1 5.8%
	Somewhat Disagree	0 .0%	0 .0%	0 .0%	2 33.4%	2 11.9%
	Strongly Disagree	6 6.0%	0 .0%	0 23.8%	0 .0%	3 20.9%
	DK/NA	0 .0%	0 .0%	0 .1%	0 .0%	3 20.1%
	8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	96	1	1	7	14
Strongly Agree	0 .0%	0 .0%	0 .0%	1 8.4%	2 14.0%	
Somewhat Agree	11 11.7%	1 100.0%	0 23.8%	3 35.5%	2 16.9%	
Somewhat Disagree	33 33.8%	0 .0%	1 76.1%	1 9.8%	2 13.8%	
Strongly Disagree	48 49.5%	0 .0%	0 .0%	3 45.7%	5 35.2%	
DK/NA	5 5.0%	0 .0%	0 .1%	0 .7%	3 20.1%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	96	1	1	7	14
	Strongly Agree	18 19.1%	1 100.0%	0 28.6%	1 16.7%	3 19.0%
	Somewhat Agree	38 39.4%	0 .0%	1 47.4%	2 23.5%	2 14.2%
	Somewhat Disagree	16 16.6%	0 .0%	0 .1%	3 35.5%	1 6.6%
	Strongly Disagree	12 12.4%	0 .0%	0 23.7%	0 .0%	1 9.7%
	DK/NA	12 12.5%	0 .0%	0 .2%	2 24.3%	7 50.5%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	96	1	1	7	14
	Strongly Agree	42 43.2%	0 .0%	0 .2%	1 20.1%	2 11.8%
	Somewhat Agree	37 38.3%	0 .0%	1 76.0%	3 36.1%	2 17.5%
	Somewhat Disagree	0 .0%	0 .0%	0 23.7%	0 .0%	3 19.2%
	Strongly Disagree	5 5.1%	1 100.0%	0 .0%	3 43.1%	5 34.6%
	DK/NA	13 13.4%	0 .0%	0 .1%	0 .7%	2 16.8%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	96	1	1	7	14
	Strongly Agree	7	0	1	0	2

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	.0%	40.1%	.0%	9.1%
	Somewhat Agree	93 17.7%	0 .0%	1 59.9%	4 54.5%	55 13.9%
	Somewhat Disagree	164 31.1%	0 .0%	0 .0%	4 45.5%	126 31.7%
	Strongly Disagree	160 30.4%	0 .0%	0 .0%	0 .0%	123 31.1%
	DK/NA	63 11.9%	2 100.0%	0 .0%	0 .0%	56 14.2%
	8C2. The airport should grow to address increasing demands from the community	Total	527	2	2	8	397
Strongly Agree	107 20.2%	0 .0%	0 .0%	2 21.8%	74 18.8%	
Somewhat Agree	166 31.5%	0 .0%	0 .0%	4 50.7%	101 25.4%	
Somewhat Disagree	102 19.3%	0 .0%	1 59.9%	1 15.0%	92 23.2%	
Strongly Disagree	113 21.4%	0 .0%	1 40.1%	1 12.5%	95 24.1%	
DK/NA	40 7.6%	2 100.0%	0 .0%	0 .0%	34 8.5%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	2	2	8	397
	Strongly Agree	55 10.4%	0 .0%	0 .0%	1 11.7%	44 11.2%
	Somewhat Agree	132 25.0%	0 .0%	0 .0%	3 39.0%	98 24.8%
	Somewhat Disagree	121 22.9%	0 .0%	1 59.9%	2 23.7%	94 23.6%
	Strongly Disagree	109 20.6%	2 100.0%	1 40.1%	2 25.6%	83 20.9%
	DK/NA	111 21.0%	0 .0%	0 .0%	0 .0%	77 19.5%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	2	2	8	397
	Strongly Agree	147 27.8%	2 100.0%	1 40.1%	3 40.6%	115 29.0%
	Somewhat Agree	180 34.1%	0 .0%	1 59.9%	5 59.4%	136 34.3%
	Somewhat Disagree	67 12.8%	0 .0%	0 .0%	0 .0%	52 13.2%
	Strongly Disagree	59 11.2%	0 .0%	0 .0%	0 .0%	42 10.7%
	DK/NA	74 14.1%	0 .0%	0 .0%	0 .0%	51 12.9%

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	7.7%	.0%	52.3%	.0%	13.6%
		30	1	0	2	0
	Somewhat Agree	31.7%	100.0%	.2%	28.5%	.0%
		31	0	0	2	2
	Somewhat Disagree	31.8%	.0%	.0%	25.0%	15.7%
		28	0	1	3	5
	Strongly Disagree	28.8%	.0%	47.4%	45.8%	35.7%
	DK/NA	0	0	0	0	5
		.0%	.0%	.1%	.7%	35.0%
8C2. The airport should grow to address increasing demands from the community	Total	96	1	1	7	14
		26	0	1	2	2
	Strongly Agree	27.3%	.0%	52.3%	22.1%	14.3%
		53	1	0	2	5
	Somewhat Agree	55.0%	100.0%	23.7%	33.3%	35.1%
		6	0	0	0	1
	Somewhat Disagree	6.6%	.0%	.0%	.0%	7.4%
	Strongly Disagree	11	0	0	1	3
		11.1%	.0%	23.9%	18.8%	23.0%
	DK/NA	0	0	0	2	3
		0	.0%	.1%	25.7%	20.1%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	96	1	1	7	14
		6	1	0	1	2
	Strongly Agree	6.4%	100.0%	.0%	10.4%	14.6%
		28	0	1	1	1
	Somewhat Agree	28.7%	.0%	52.5%	18.0%	5.8%
		18	0	0	2	4
	Somewhat Disagree	19.2%	.0%	.0%	22.9%	30.6%
	Strongly Disagree	18	0	0	1	2
		19.1%	.0%	23.7%	15.3%	12.9%
	DK/NA	26	0	0	2	5
		26.6%	.0%	23.8%	33.4%	36.1%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	96	1	1	7	14
		20	0	1	5	2
	Strongly Agree	20.3%	.0%	52.5%	65.4%	11.0%
		28	1	0	2	6
	Somewhat Agree	29.6%	100.0%	23.7%	33.9%	44.1%
		14	0	0	0	1
	Somewhat Disagree	14.0%	.0%	23.7%	.0%	7.5%
	Strongly Disagree	16	0	0	0	1
		16.6%	.0%	.0%	.0%	6.1%
	DK/NA	19	0	0	0	4
		19.4%	.0%	.1%	.7%	31.4%

Comparisons of Column Proportions^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b	a,b			D
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b	.b		.b
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a,b			.b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b	a			.b
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b			
	Strongly Disagree	a,b	a,b			D
	DK/NA	a,b	a,b			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,b	a,b			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a,b	.b		
	DK/NA	a,b	a,b			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,b	a,b			D
	Somewhat Agree	a,b	a,b			.b
	Somewhat Disagree	a,b	a,b	.b		
	Strongly Disagree	a,b	a,b			
	DK/NA	a,b	a,b	.b		
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,b	a		D	
	Somewhat Agree	a,b	a,b			D
	Somewhat Disagree	a,b	a,b	.b		
	Strongly Disagree	a,b	a,b			.b
	DK/NA	a,b	a,b			
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,b	a,b	.b		.b
	Somewhat Agree	a,b	a,b			
	Somewhat Disagree	a,b	a		E	D
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a,b	.b		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,b	a,b			
	Somewhat Agree	a,b	a,b			
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a,b	.b		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b	.b		
	Strongly Disagree	a,b	a,b	.b		
	DK/NA	a,b	a,b	.b		

Comparisons of Column Proportions^{c,d}

		Ethnic Group				DK/NA
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races		
		(F)	(G)	(H)	(I)	
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b			
	Strongly Disagree	a,b	a	.b		
	DK/NA	a,b	a			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b	a,b			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a,b			
	DK/NA	a,b	a			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a	.b		
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a			DE
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a	.b		
	Somewhat Disagree	a,b	a,b			
	Strongly Disagree	a,b	a	DE		DE
	DK/NA	a,b	a			
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,b	a	.b		
	Somewhat Agree	a,b	a,b			.b
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a			
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b	.b		
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a			
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a,b			
	Strongly Disagree	a,b	a			
	DK/NA	a,b	a			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a,b	.b		
	DK/NA	a,b	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
8A1. The airport is an important component of the area's economy	Total	281	272	9
	Strongly Agree	90	87	3
	Somewhat Agree	115	109	5
	Somewhat Disagree	44	44	0
	Strongly Disagree	21	20	1
	DK/NA	11	11	0
			3.9%	4.0%	.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	287	279	9
	Strongly Agree	33	32	1
	Somewhat Agree	57	56	2
	Somewhat Disagree	86	82	4
	Strongly Disagree	94	91	3
	DK/NA	17	17	0
			5.9%	6.1%	.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	287	279	9
	Strongly Agree	72	70	2
	Somewhat Agree	104	100	4
	Somewhat Disagree	42	42	0
	Strongly Disagree	25	23	2
	DK/NA	44	43	1
			15.4%	15.4%	16.1%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	287	279	9
	Strongly Agree	71	69	2
	Somewhat Agree	130	123	7
	Somewhat Disagree	45.2%	44.0%	80.4%
	Strongly Disagree	38	38	0
	DK/NA	24	24	0
			8.5%	8.8%	.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	287	279	9
	Strongly Agree	26	25	1

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.1%	9.1%	8.1%
		61	60	2
	Somewhat Agree	21.4%	21.4%	20.4%
		88	85	3
	Somewhat Disagree	30.5%	30.4%	33.4%
		87	85	2
	Strongly Disagree	30.4%	30.7%	21.9%
		25	23	1
	DK/NA	8.7%	8.4%	16.1%
	Total	287	279	9
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	16.1%	16.6%	.0%
		46	46	0
	Somewhat Agree	30.6%	30.1%	45.7%
		88	84	4
	Somewhat Disagree	23.7%	23.7%	21.9%
		68	66	2
	Strongly Disagree	23.4%	23.2%	27.8%
		67	65	2
	DK/NA	6.3%	6.4%	4.6%
	Total	287	279	9
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	12.5%	12.9%	.0%
		36	36	0
	Somewhat Agree	24.2%	24.4%	18.5%
		70	68	2
	Somewhat Disagree	24.1%	23.9%	31.1%
		69	67	3
	Strongly Disagree	24.7%	24.6%	26.0%
		71	69	2
	DK/NA	14.4%	14.1%	24.3%
	Total	287	279	9
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	32.0%	32.2%	24.3%
		92	90	2
	Somewhat Agree	34.9%	34.3%	51.9%
		100	96	5
	Somewhat Disagree	9.2%	9.2%	12.3%
		27	25	1
	Strongly Disagree	12.2%	12.6%	.0%
		35	35	0
	DK/NA	11.7%	11.7%	11.5%
	Total	287	279	9

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
8A1. The airport is an important component of the area's economy	Strongly Agree		
	Somewhat Agree		a
	Somewhat Disagree		.
	Strongly Disagree		a
	DK/NA		.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		
	Somewhat Agree		.
	Somewhat Disagree		a
	Strongly Disagree		.
	DK/NA		.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		
	Somewhat Agree		.
	Somewhat Disagree		a
	Strongly Disagree		.
	DK/NA		.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree		A
	Somewhat Agree		a
	Somewhat Disagree		.
	Strongly Disagree		a
	DK/NA		.
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		
	Somewhat Agree		.
	Somewhat Disagree		.
	Strongly Disagree		.
	DK/NA		.
8C2. The airport should grow to address increasing demands from the community	Strongly Agree		a
	Somewhat Agree		.
	Somewhat Disagree		.
	Strongly Disagree		.
	DK/NA		.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		a
	Somewhat Agree		.
	Somewhat Disagree		.
	Strongly Disagree		.
	DK/NA		.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		.
	Somewhat Agree		.
	Somewhat Disagree		.
	Strongly Disagree		.
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
8A1. The airport is an important component of the area's economy	Total	281	2	26	24	7	69
	Strongly Agree	90 32.0%	0 19.9%	5 17.6%	0 .9%	1 10.4%	35 50.4%
	Somewhat Agree	115 40.8%	0 .0%	13 48.9%	21 89.6%	2 23.6%	22 31.6%
	Somewhat Disagree	44 15.8%	1 69.9%	6 23.2%	1 4.6%	5 66.0%	5 7.3%
	Strongly Disagree	21 7.5%	0 .0%	2 7.8%	1 3.1%	0 .0%	5 7.2%
	DK/NA	11 3.9%	0 10.2%	1 2.4%	0 1.8%	0 .0%	2 3.5%
	Total	287	2	26	24	7	70
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	33 11.3%	0 .0%	0 1.6%	1 3.1%	0 .0%	9 12.9%
	Somewhat Agree	57 19.9%	0 .0%	7 25.6%	10 40.5%	5 76.4%	6 8.4%
	Somewhat Disagree	86 30.1%	1 45.2%	14 53.4%	8 35.2%	2 23.6%	22 31.0%
	Strongly Disagree	94 32.7%	1 54.8%	5 17.7%	0 .9%	0 .0%	30 42.6%
	DK/NA	17 5.9%	0 .0%	0 1.6%	5 20.3%	0 .0%	4 5.0%
	Total	287	2	26	24	7	70
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	72 25.2%	1 69.9%	4 14.4%	6 26.7%	1 13.3%	16 22.7%
Somewhat Agree		104 36.2%	0 19.9%	16 62.7%	14 60.6%	5 76.4%	14 19.7%
Somewhat Disagree		42 14.5%	0 .0%	1 2.8%	1 4.9%	1 10.4%	17 24.7%
Strongly Disagree		25 8.6%	0 .0%	1 4.8%	0 .0%	0 .0%	13 18.2%
DK/NA		44 15.4%	0 10.2%	4 15.2%	2 7.8%	0 .0%	10 14.6%
Total		287	2	26	24	7	70
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	71 24.6%	0 .0%	2 6.5%	1 4.6%	4 52.7%	25 35.6%
	Somewhat Agree	130 45.2%	1 54.8%	14 53.0%	19 81.2%	2 34.0%	30 43.0%
	Somewhat Disagree	38 13.1%	0 .0%	8 31.1%	1 5.5%	1 13.3%	5 6.7%
	Strongly Disagree	25 8.6%	0 .0%	0 .8%	2 7.0%	0 .0%	4 6.0%
	DK/NA	24 8.5%	1 45.1%	2 8.6%	0 1.8%	0 .0%	6 8.6%
	Total	287	2	26	24	7	70
	8C1. The airport should reduce operations and scale back its programs and capabilities	Total	287	2	26	24	7	70
Strongly Agree		26	0	2	1	0	6

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
8A1. The airport is an important component of the area's economy	Total	7	6	12	38	22
	Strongly Agree	6 84.5%	4 62.3%	4 33.8%	5 13.0%	8 33.9%
	Somewhat Agree	1 15.5%	2 31.3%	4 33.4%	19 51.3%	9 41.3%
	Somewhat Disagree	0 .0%	0 6.4%	2 13.4%	8 21.4%	3 12.5%
	Strongly Disagree	0 .0%	0 .0%	2 19.4%	4 11.6%	2 7.7%
	DK/NA	0 .0%	0 .0%	0 .0%	1 2.8%	1 4.6%
	Total	7	6	13	42	24
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	0 .0%	0 .0%	6 42.5%	6 14.9%	3 11.0%
	Somewhat Agree	1 9.9%	0 6.4%	2 15.6%	12 29.5%	3 11.4%
	Somewhat Disagree	0 .0%	2 29.7%	2 18.3%	12 29.5%	1 4.8%
	Strongly Disagree	7 90.1%	4 63.9%	3 23.6%	8 20.5%	16 68.8%
	DK/NA	0 .0%	0 .0%	0 .0%	2 5.6%	1 4.0%
	Total	7	6	13	42	24
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	0 .0%	3 42.3%	4 27.8%	8 19.7%	6 26.8%
Somewhat Agree		7 100.0%	1 21.6%	4 32.9%	17 39.8%	8 34.0%
Somewhat Disagree		0 .0%	0 .0%	3 19.1%	6 14.1%	4 17.1%
Strongly Disagree		0 .0%	1 19.3%	0 .0%	1 2.2%	2 9.8%
DK/NA		0 .0%	1 16.7%	3 20.2%	10 24.2%	3 12.3%
Total		7	6	13	42	24
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	6 84.5%	1 21.8%	3 24.3%	14 33.0%	8 35.4%
	Somewhat Agree	1 9.9%	3 45.6%	4 30.4%	18 43.2%	6 27.5%
	Somewhat Disagree	0 5.6%	0 6.4%	2 18.0%	5 12.8%	4 16.5%
	Strongly Disagree	0 .0%	2 26.2%	3 20.3%	0 1.0%	2 9.2%
	DK/NA	0 .0%	0 .0%	1 7.0%	4 10.0%	3 11.4%
	Total	7	6	13	42	24
	8C1. The airport should reduce operations and scale back its programs and capabilities	Total	7	6	13	42	24
Strongly Agree		0	0	2	7	2

		Vicinity of Airport		
		Tahoe Donner	Not in Area	
8A1. The airport is an important component of the area's economy	Total	58	9	
	Strongly Agree	19 33.1%	3 33.4%	
	Somewhat Agree	16 28.1%	5 58.5%	
	Somewhat Disagree	13 22.9%	0 .0%	
	Strongly Disagree	4 7.0%	1 8.1%	
	DK/NA	5 8.8%	0 .0%	
		Total	58	9
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	7 12.4%	1 8.1%	
	Somewhat Agree	10 17.8%	2 16.9%	
	Somewhat Disagree	18 31.6%	4 44.9%	
	Strongly Disagree	17 29.4%	3 30.0%	
	DK/NA	5 8.8%	0 .0%	
		Total	58	9
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	21 36.4%	2 23.8%
Somewhat Agree		13 21.9%	4 41.6%	
Somewhat Disagree		9 16.3%	0 .0%	
Strongly Disagree		5 8.1%	2 18.5%	
DK/NA		10 17.3%	1 16.1%	
		Total	58	9
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	5 8.2%	2 19.6%
	Somewhat Agree	24 41.8%	7 80.4%	
	Somewhat Disagree	10 18.0%	0 .0%	
	Strongly Disagree	12 19.9%	0 .0%	
	DK/NA	7 12.1%	0 .0%	
		Total	58	9
	8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	5	1

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.1%	.0%	6.6%	4.6%	.0%	8.8%	
	Somewhat Agree	61 21.4%	1 34.9%	7 26.5%	22 93.6%	1 13.3%	6 8.0%	
	Somewhat Disagree	88 30.5%	0 10.2%	11 43.4%	0 1.8%	2 34.0%	18 26.4%	
	Strongly Disagree	87 30.4%	0 19.9%	3 13.3%	0 .0%	4 52.7%	33 47.7%	
	DK/NA	25 8.7%	1 34.9%	3 10.2%	0 .0%	0 .0%	6 9.2%	
		Total	287	2	26	24	7	70
		Strongly Agree	46 16.1%	0 .0%	9 33.4%	7 31.3%	0 .0%	14 20.3%
8C2. The airport should grow to address increasing demands from the community	Somewhat Agree	88 30.6%	0 19.9%	6 24.3%	12 52.3%	4 52.7%	23 32.6%	
	Somewhat Disagree	68 23.7%	2 80.1%	6 23.4%	1 5.5%	1 10.4%	20 28.3%	
	Strongly Disagree	67 23.4%	0 .0%	3 11.3%	3 10.9%	2 23.6%	10 13.7%	
	DK/NA	18 6.3%	0 .0%	2 7.5%	0 .0%	1 13.3%	4 5.1%	
		Total	287	2	26	24	7	70
		Strongly Agree	36 12.5%	0 .0%	1 2.4%	1 5.5%	0 .0%	14 19.8%
		Somewhat Agree	70 24.2%	0 .0%	7 26.2%	13 53.4%	1 13.3%	14 20.4%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Disagree	69 24.1%	1 30.1%	7 25.4%	1 3.0%	2 23.6%	18 26.0%	
	Strongly Disagree	71 24.7%	1 69.9%	8 32.1%	1 3.1%	4 52.7%	13 18.8%	
	DK/NA	41 14.4%	0 .0%	4 13.8%	8 35.0%	1 10.4%	11 15.1%	
		Total	287	2	26	24	7	70
		Strongly Agree	92 32.0%	2 80.1%	11 41.5%	2 8.1%	4 52.7%	12 16.6%
		Somewhat Agree	100 34.9%	0 19.9%	8 29.4%	14 61.5%	2 23.6%	22 31.9%
		Somewhat Disagree	27 9.2%	0 .0%	4 16.0%	0 .0%	1 13.3%	11 15.8%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	35 12.2%	0 .0%	0 .8%	0 .0%	0 .0%	16 22.3%	
	DK/NA	34 11.7%	0 .0%	3 12.2%	7 30.4%	1 10.4%	9 13.4%	

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.0%	6.4%	17.5%	16.6%	8.0%
		0	0	2	13	1
	Somewhat Agree	.0%	3.3%	13.4%	30.6%	4.2%
		0	1	3	17	9
	Somewhat Disagree	5.6%	23.1%	22.9%	40.4%	38.0%
		6	4	4	4	11
	84.5%	67.2%	26.2%	8.5%	44.9%	
	1	0	3	2	1	
DK/NA	9.9%	.0%	20.0%	3.9%	4.9%	
	7	6	13	42	24	
8C2. The airport should grow to address increasing demands from the community	Total	0	1	1	4	6
	Strongly Agree	.0%	16.1%	5.3%	9.6%	25.9%
		7	2	3	16	2
	Somewhat Agree	100.0%	28.2%	23.2%	38.1%	7.9%
		0	3	0	8	7
	Somewhat Disagree	.0%	42.9%	.0%	18.4%	28.5%
	0	1	9	13	4	
Strongly Disagree	.0%	12.8%	63.8%	30.9%	16.7%	
	0	0	1	1	5	
DK/NA	.0%	.0%	7.6%	3.0%	20.9%	
	7	6	13	42	24	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	0	2	1	6	6
	Strongly Agree	.0%	26.2%	6.9%	14.7%	25.7%
		7	2	2	9	1
	Somewhat Agree	94.4%	25.6%	12.2%	20.5%	4.0%
		0	2	1	12	7
	Somewhat Disagree	5.6%	36.0%	7.2%	29.3%	31.2%
	0	1	8	10	4	
Strongly Disagree	.0%	12.1%	60.3%	24.3%	18.3%	
	0	0	2	5	5	
DK/NA	.0%	.0%	13.4%	11.1%	20.9%	
	7	6	13	42	24	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	1	2	8	17	10
	Strongly Agree	9.9%	28.2%	62.9%	42.1%	44.2%
		7	1	3	13	5
	Somewhat Agree	90.1%	16.1%	24.8%	31.6%	22.0%
		0	1	1	2	3
	Somewhat Disagree	.0%	12.8%	6.9%	5.9%	13.7%
	0	2	1	6	1	
Strongly Disagree	.0%	26.2%	5.4%	13.5%	4.4%	
	0	1	0	3	4	
DK/NA	.0%	16.7%	.0%	7.0%	15.7%	

		Vicinity of Airport	
		Tahoe Donner	Not in Area
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.7%	8.1%
		8	2
	Somewhat Agree	13.4%	20.4%
		21	3
	Somewhat Disagree	36.9%	33.4%
		16	2
	28.1%	21.9%	
	7	1	
DK/NA	13.0%	16.1%	
	58	9	
8C2. The airport should grow to address increasing demands from the community	Total	4	0
	Strongly Agree	7.0%	.0%
		8	4
	Somewhat Agree	14.5%	45.7%
		19	2
	Somewhat Disagree	33.7%	21.9%
	22	2	
Strongly Disagree	37.6%	27.8%	
	4	0	
DK/NA	7.2%	4.6%	
	58	9	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	6	0
	Strongly Agree	9.6%	.0%
		14	2
	Somewhat Agree	23.9%	18.5%
		16	3
	Somewhat Disagree	26.9%	31.1%
	18	2	
Strongly Disagree	31.2%	26.0%	
	5	2	
DK/NA	8.5%	24.3%	
	58	9	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	21	2
	Strongly Agree	36.7%	24.3%
		20	5
	Somewhat Agree	34.3%	51.9%
		2	1
	Somewhat Disagree	3.3%	12.3%
	10	0	
Strongly Disagree	17.6%	.0%	
	5	1	
DK/NA	8.1%	11.5%	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a		DEFHJK		CI
	Somewhat Agree	.			CE	
	Somewhat Disagree	.			a	
	Strongly Disagree	a			a	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA	.			a	
	Strongly Agree	a			.	
	Somewhat Agree	.		E	EJK	
	Somewhat Disagree	.	J			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	C			a	C
	DK/NA	a			a	
	Strongly Agree	.	EK	EK		
	Somewhat Agree	a				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree	.			a	
	Strongly Disagree	a		FJ		K
	DK/NA	.			a	
	Strongly Agree	a			a	
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree	.		BDEGHIJKL		
	Somewhat Disagree	.	C			
	Strongly Disagree	.			C	CI
	DK/NA	.			a	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.				
	Somewhat Agree	.		K		
	Somewhat Disagree	a				
	Strongly Disagree	a			a	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA	.				
	Strongly Agree	.				
	Somewhat Agree	.		J		
	Somewhat Disagree	.				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	a				
	DK/NA	.				
	Strongly Agree	.				
	Somewhat Agree	a			a	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)	Prosser (J)
8A1. The airport is an important component of the area's economy	Strongly Agree	BCI	C			
	Somewhat Agree	.				
	Somewhat Disagree	a				
	Strongly Disagree	a				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA	.	a	a		
	Strongly Agree	.		B		
	Somewhat Agree	.				
	Somewhat Disagree	.				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	BCI	C			BCI
	DK/NA	a	a			
	Strongly Agree	.				
	Somewhat Agree	EK				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree	.				
	Strongly Disagree	a				
	DK/NA	.				
	Strongly Agree	.				
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree	.				
	Somewhat Disagree	.				
	Strongly Disagree	BCI	CI		C	CI
	DK/NA	.				
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.				
	Somewhat Agree	BEJK				
	Somewhat Disagree	a			a	
	Strongly Disagree	.			BCE	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA	.				
	Strongly Agree	.				
	Somewhat Agree	EHIJK				
	Somewhat Disagree	.				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	a				
	DK/NA	.				
	Strongly Agree	.				
	Somewhat Agree	.				
	Somewhat Disagree	.				
	Strongly Disagree	.				
	DK/NA	.				
	Strongly Agree	.				

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport	
		Tahoe Donner	Not in Area
		(K)	(L)
8A1. The airport is an important component of the area's economy	Strongly Agree		a
	Somewhat Agree		
	Somewhat Disagree		a
	Strongly Disagree		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA		a
	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree		
	DK/NA		a
	Strongly Agree		
	Somewhat Agree		a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree		a
	Strongly Disagree		a
	DK/NA		a
	Strongly Agree		
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
	DK/NA		a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA		
	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree		
	DK/NA		a
	Strongly Agree		
	Somewhat Agree		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	Total	516	18	276	122	100
	Strongly Agree	201	8	139	28	26
		38.9%	43.8%	50.5%	22.6%	25.9%
	Somewhat Agree	178	9	92	42	35
		34.5%	51.2%	33.4%	34.1%	35.1%
	Somewhat Disagree	67	1	23	29	13
		13.0%	5.0%	8.4%	24.1%	13.3%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Disagree	43	0	9	20	14
		8.3%	.0%	3.2%	16.5%	13.8%
	DK/NA	28	0	12	3	12
		5.3%	.0%	4.5%	2.7%	11.9%
	Total	527	18	276	133	100
	Strongly Agree	49	0	6	36	7
		9.3%	2.3%	2.1%	27.2%	6.6%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	92	4	39	35	14
		17.6%	22.6%	14.3%	26.0%	14.4%
	Somewhat Disagree	169	7	91	35	36
		32.2%	40.9%	33.1%	26.1%	36.2%
	Strongly Disagree	187	5	127	24	30
		35.4%	29.0%	46.2%	17.7%	30.6%
	DK/NA	29	1	12	4	12
	5.5%	5.1%	4.4%	3.0%	12.2%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	18	276	133	100
	Strongly Agree	136	0	83	31	22
		25.7%	.0%	29.9%	23.5%	21.8%
	Somewhat Agree	177	9	101	46	21
		33.6%	51.7%	36.6%	34.2%	21.2%
	Somewhat Disagree	77	4	43	26	5
		14.7%	21.5%	15.5%	19.4%	4.8%
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Disagree	48	1	22	11	14
		9.1%	7.3%	7.8%	8.3%	13.9%
	DK/NA	89	4	28	19	38
		16.9%	19.6%	10.2%	14.5%	38.4%
	Total	527	18	276	133	100
	Strongly Agree	141	4	89	31	18
		26.7%	20.1%	32.1%	23.2%	17.8%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	208	13	110	54	31
		39.5%	72.1%	39.9%	40.3%	31.3%
	Somewhat Disagree	63	0	32	19	12
		12.0%	2.3%	11.7%	14.3%	11.8%
	Strongly Disagree	50	0	21	20	8
		9.4%	.5%	7.7%	15.3%	8.1%
	DK/NA	65	1	24	9	31
	12.4%	5.1%	8.7%	6.9%	31.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	18	276	133	100
	Strongly Agree	47	0	2	38	7

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	2.3%	.7%	28.2%	7.0%
	Somewhat Agree	93	6	36	41	11
		17.7%	33.5%	13.0%	30.7%	10.7%
	Somewhat Disagree	164	5	100	30	30
		31.1%	26.0%	36.0%	22.5%	29.9%
	Strongly Disagree	160	7	116	14	24
	30.4%	38.2%	41.8%	10.2%	24.0%	
	DK/NA	63	0	23	11	28
		11.9%	.0%	8.5%	8.4%	28.4%
8C2. The airport should grow to address increasing demands from the community	Total	527	18	276	133	100
	Strongly Agree	107	10	65	22	10
		20.2%	52.9%	23.4%	16.9%	9.9%
	Somewhat Agree	166	2	107	31	26
		31.5%	8.6%	38.9%	23.4%	26.0%
	Somewhat Disagree	102	5	50	28	19
	19.3%	26.6%	18.3%	20.7%	18.9%	
	Strongly Disagree	113	1	42	45	24
		21.4%	4.5%	15.3%	34.0%	24.3%
	DK/NA	40	1	11	7	21
		7.6%	7.4%	4.1%	5.0%	20.9%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	18	276	133	100
	Strongly Agree	55	3	38	8	6
		10.4%	18.4%	13.8%	6.0%	5.6%
	Somewhat Agree	132	6	83	24	19
		25.0%	33.9%	30.1%	17.8%	18.9%
	Somewhat Disagree	121	1	65	32	23
	22.9%	7.9%	23.4%	24.2%	22.9%	
	Strongly Disagree	109	7	37	57	7
		20.6%	39.8%	13.5%	42.6%	7.5%
	DK/NA	111	0	53	13	45
		21.0%	.0%	19.2%	9.5%	45.1%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	18	276	133	100
	Strongly Agree	147	7	50	73	17
		27.8%	38.1%	18.0%	54.7%	17.5%
	Somewhat Agree	180	3	110	38	29
		34.1%	15.3%	39.9%	28.5%	28.8%
	Somewhat Disagree	67	2	45	10	9
	12.8%	12.5%	16.4%	7.7%	9.3%	
	Strongly Disagree	59	6	35	8	9
		11.2%	34.1%	12.8%	6.1%	9.5%
	DK/NA	74	0	36	4	35
		14.1%	.0%	12.9%	2.9%	34.8%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree		C D		
	Somewhat Agree				
	Somewhat Disagree			B	
	Strongly Disagree	a		B	B
	DK/NA	a			B C
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			B D	
	Somewhat Agree			B	
	Somewhat Disagree		C D		
	Strongly Disagree				
	DK/NA	a			B C
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	D	D	D	
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA				B C
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	B D	D		
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA				B C
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			B D	B
	Somewhat Agree		C	B D	
	Somewhat Disagree		C		
	Strongly Disagree	C	C D		C
	DK/NA	a			B C
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	B C D	D		
	Somewhat Agree				
	Somewhat Disagree		C		
	Strongly Disagree			B	
	DK/NA				B C
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		C		
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree	B D		B D	
	DK/NA	a	C		B C
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			B D	
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA	C D	C		B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	516	58	96	162	123
	Strongly Agree	201	11	24	57	86
		38.9%	19.3%	25.3%	35.5%	69.8%
	Somewhat Agree	178	15	39	77	21
		34.5%	25.0%	41.1%	47.4%	17.2%
	Somewhat Disagree	67	13	23	17	4
		13.0%	21.8%	24.3%	10.3%	3.5%
Strongly Disagree	43	18	5	6	11	
	8.3%	30.3%	4.8%	3.4%	8.9%	
DK/NA	28	2	4	6	1	
	5.3%	3.5%	4.4%	3.5%	.6%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	66	99	163	123
	Strongly Agree	49	25	15	3	3
		9.3%	37.5%	14.7%	2.1%	2.6%
	Somewhat Agree	92	17	35	21	4
		17.6%	26.3%	35.4%	13.1%	3.4%
	Somewhat Disagree	169	13	33	75	16
		32.2%	19.1%	33.3%	46.2%	12.9%
Strongly Disagree	187	6	14	57	97	
	35.4%	8.9%	13.8%	35.3%	78.5%	
DK/NA	29	5	3	5	3	
	5.5%	8.2%	2.8%	3.4%	2.6%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	66	99	163	123
	Strongly Agree	136	22	20	34	44
		25.7%	33.6%	20.5%	21.1%	36.1%
	Somewhat Agree	177	16	40	66	31
		33.6%	25.0%	40.9%	40.3%	24.9%
	Somewhat Disagree	77	14	10	30	16
		14.7%	21.5%	10.6%	18.7%	13.1%
Strongly Disagree	48	5	7	8	24	
	9.1%	8.3%	6.8%	5.1%	19.3%	
DK/NA	89	8	21	24	8	
	16.9%	11.7%	21.2%	14.8%	6.6%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	66	99	163	123
	Strongly Agree	141	17	13	35	65
		26.7%	26.3%	12.9%	21.7%	53.0%
	Somewhat Agree	208	23	46	90	28
		39.5%	35.7%	46.2%	55.3%	22.8%
	Somewhat Disagree	63	10	14	21	7
		12.0%	15.8%	14.0%	13.0%	5.3%
Strongly Disagree	50	12	14	8	11	
	9.4%	17.7%	14.0%	5.1%	8.6%	
DK/NA	65	3	13	8	13	
	12.4%	4.5%	12.9%	4.9%	10.3%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	66	99	163	123
	Strongly Agree	47	26	6	2	9

		Reduce Number of Flights
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	77
	Strongly Agree	22
		28.5%
	Somewhat Agree	27
		34.4%
	Somewhat Disagree	10
		12.9%
Strongly Disagree	4	
	4.9%	
DK/NA	15	
	19.3%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	77
	Strongly Agree	3
		4.4%
	Somewhat Agree	15
		19.4%
	Somewhat Disagree	33
		43.0%
Strongly Disagree	13	
	17.4%	
DK/NA	12	
	15.9%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	77
	Strongly Agree	15
		19.0%
	Somewhat Agree	24
		31.3%
	Somewhat Disagree	6
		8.0%
Strongly Disagree	4	
	4.7%	
DK/NA	29	
	37.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	77
	Strongly Agree	10
		13.2%
	Somewhat Agree	21
		27.3%
	Somewhat Disagree	12
		15.2%
Strongly Disagree	5	
	7.0%	
DK/NA	29	
	37.3%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	77
	Strongly Agree	3

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	39.9%	6.1%	1.1%	7.7%
		93	26	38	23	1
	Somewhat Agree	17.7%	39.5%	38.5%	14.4%	.8%
		164	5	35	84	13
	Somewhat Disagree	31.1%	7.2%	35.4%	51.8%	10.4%
		160	4	8	38	98
	30.4%	6.4%	8.2%	23.6%	79.7%	
	63	5	12	15	2	
DK/NA	11.9%	7.1%	11.9%	9.1%	1.4%	
	527	66	99	163	123	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	7	15	28	52
		20.2%	10.0%	15.6%	17.3%	42.3%
	Somewhat Agree	166	15	26	65	37
		31.5%	22.4%	26.8%	40.1%	30.4%
	Somewhat Disagree	102	7	17	46	9
		19.3%	11.2%	16.9%	28.3%	7.4%
Strongly Disagree	113	37	29	19	17	
	21.4%	56.3%	29.8%	11.4%	13.9%	
DK/NA	40	0	11	5	7	
	7.6%	.0%	11.0%	2.9%	6.0%	
	527	66	99	163	123	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	55	11	2	12	29
		10.4%	16.2%	1.7%	7.7%	23.3%
	Somewhat Agree	132	13	31	50	30
		25.0%	20.2%	31.7%	30.6%	24.0%
	Somewhat Disagree	121	10	26	56	15
		22.9%	15.6%	26.0%	34.4%	12.3%
Strongly Disagree	109	24	23	20	30	
	20.6%	37.1%	23.6%	12.1%	24.7%	
DK/NA	111	7	17	25	19	
	21.0%	11.0%	17.0%	15.3%	15.7%	
	527	66	99	163	123	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	147	29	37	29	32
		27.8%	43.9%	37.3%	17.6%	26.1%
	Somewhat Agree	180	24	43	69	26
		34.1%	36.3%	43.5%	42.6%	21.1%
	Somewhat Disagree	67	1	9	31	17
		12.8%	1.0%	8.9%	19.1%	13.7%
Strongly Disagree	59	10	5	7	33	
	11.2%	14.6%	4.8%	4.1%	27.0%	
DK/NA	74	3	5	27	15	
	14.1%	4.2%	5.4%	16.6%	12.0%	

		Reduce Number of Flights
		Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	4.4%
		5
	Somewhat Agree	6.8%
		27
	Somewhat Disagree	35.5%
		11
	14.6%	
	30	
DK/NA	38.7%	
	77	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	5
		5.9%
	Somewhat Agree	22
		28.7%
	Somewhat Disagree	23
		29.3%
Strongly Disagree	11	
	13.8%	
DK/NA	17	
	22.3%	
	77	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	1
		1.9%
	Somewhat Agree	8
		10.5%
	Somewhat Disagree	14
		18.1%
Strongly Disagree	11	
	14.3%	
DK/NA	43	
	55.2%	
	77	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	21
		26.6%
	Somewhat Agree	18
		22.7%
	Somewhat Disagree	10
		12.7%
Strongly Disagree	5	
	6.4%	
DK/NA	24	
	31.6%	

Comparisons of Column Proportions^{a,b}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree				A B C E
	Somewhat Agree		D	A D	
	Somewhat Disagree	D	C D		
	Strongly Disagree DK/NA	B C D E			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	B C D E	C D		
	Somewhat Agree	D	C D	D	
	Somewhat Disagree		D	A D	
	Strongly Disagree DK/NA			A B E	A B C E
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree				C
	Somewhat Agree				
	Somewhat Disagree				C E
	Strongly Disagree DK/NA		D		A B C E
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree		D	D E	
	Somewhat Agree				
	Somewhat Disagree	C			
	Strongly Disagree DK/NA	B C D E			C
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	C D E	C D E	D	
	Somewhat Agree		A D	A D	
	Somewhat Disagree		D	A B	A B C E
	Strongly Disagree DK/NA				A B C E
8C2. The airport should grow to address increasing demands from the community	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree	B C D E	C D	D	
	Strongly Disagree DK/NA	B E			B C E
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		E	E	
	Somewhat Agree			A D	
	Somewhat Disagree	C E			
	Strongly Disagree DK/NA	C	C		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		D E	D E	
	Somewhat Agree			A	A
	Somewhat Disagree				B C E
	Strongly Disagree DK/NA				

Comparisons of Column Proportions^{a,b}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	B C D
	Strongly Disagree DK/NA	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	D
	Somewhat Agree	A D
	Somewhat Disagree	
	Strongly Disagree DK/NA	B C D
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	A C D
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	A B C D
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A D
	Strongly Disagree DK/NA	A B C D
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	D
	Strongly Disagree DK/NA	A C D
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	A B C D
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	A B D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	516	82	168	128	85
	Strongly Agree	201	28	65	38	58
		38.9%	34.7%	38.5%	29.3%	68.5%
	Somewhat Agree	178	30	63	55	12
		34.5%	36.0%	37.8%	42.9%	14.6%
	Somewhat Disagree	67	6	24	25	4
		13.0%	7.7%	14.2%	19.1%	4.1%
Strongly Disagree	43	13	8	7	10	
	8.3%	16.0%	4.9%	5.6%	12.1%	
DK/NA	28	5	8	4	1	
	5.3%	5.6%	4.6%	3.1%	.7%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	82	172	132	88
	Strongly Agree	49	8	8	11	17
		9.3%	9.9%	4.6%	8.3%	19.6%
	Somewhat Agree	92	6	38	31	3
		17.6%	7.5%	22.2%	23.3%	3.1%
	Somewhat Disagree	169	33	58	46	17
		32.2%	40.1%	33.9%	34.5%	19.4%
Strongly Disagree	187	33	58	40	50	
	35.4%	39.7%	33.7%	30.3%	56.9%	
DK/NA	29	2	10	5	1	
	5.5%	2.8%	5.6%	3.6%	.9%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	82	172	132	88
	Strongly Agree	136	36	38	26	28
		25.7%	43.4%	22.0%	20.0%	31.2%
	Somewhat Agree	177	27	58	59	17
		33.6%	32.5%	33.9%	44.9%	19.7%
	Somewhat Disagree	77	1	33	17	21
		14.7%	1.7%	19.2%	12.5%	24.2%
Strongly Disagree	48	8	11	11	14	
	9.1%	9.9%	6.2%	8.7%	15.6%	
DK/NA	89	10	32	18	8	
	16.9%	12.5%	18.6%	13.9%	9.4%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	82	172	132	88
	Strongly Agree	141	27	45	24	39
		26.7%	32.4%	26.0%	18.2%	43.9%
	Somewhat Agree	208	31	72	58	31
		39.5%	38.3%	41.6%	44.2%	35.3%
	Somewhat Disagree	63	4	22	23	3
		12.0%	4.3%	13.0%	17.7%	3.7%
Strongly Disagree	50	7	10	15	13	
	9.4%	8.4%	6.0%	11.3%	14.7%	
DK/NA	65	14	23	11	2	
	12.4%	16.7%	13.3%	8.6%	2.4%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	82	172	132	88
	Strongly Agree	47	11	8	9	15

		Remain the Way it Is
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	53
	Strongly Agree	12
		22.5%
	Somewhat Agree	18
		33.5%
	Somewhat Disagree	9
		16.5%
Strongly Disagree	4	
	7.3%	
DK/NA	11	
	20.3%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	53
	Strongly Agree	5
		8.9%
	Somewhat Agree	15
		27.7%
	Somewhat Disagree	16
		29.7%
Strongly Disagree	6	
	11.6%	
DK/NA	12	
	22.1%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	53
	Strongly Agree	8
		15.6%
	Somewhat Agree	15
		29.2%
	Somewhat Disagree	5
		9.3%
Strongly Disagree	4	
	7.2%	
DK/NA	20	
	38.7%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	53
	Strongly Agree	7
		13.0%
	Somewhat Agree	15
		29.2%
	Somewhat Disagree	11
		20.5%
Strongly Disagree	4	
	8.5%	
DK/NA	15	
	28.8%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	53
	Strongly Agree	5

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	13.0%	4.4%	6.5%	17.2%
		93	22	32	23	9
	Somewhat Agree	17.7%	26.3%	18.5%	17.2%	9.7%
		164	12	78	56	9
	Somewhat Disagree	31.1%	15.1%	45.3%	42.6%	10.5%
		160	31	29	36	55
	Strongly Disagree	30.4%	38.1%	17.1%	27.5%	61.9%
	DK/NA	63	6	25	8	1
		11.9%	7.5%	14.6%	6.3%	.8%
	Total	527	82	172	132	88
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	35	20	19	25
		20.2%	42.4%	11.7%	14.6%	28.5%
	Somewhat Agree	166	6	68	43	35
		31.5%	7.3%	39.6%	32.7%	39.2%
	Somewhat Disagree	102	10	41	35	7
		19.3%	12.0%	23.7%	26.7%	8.3%
	Strongly Disagree	113	25	39	21	20
		21.4%	30.9%	22.4%	15.9%	22.5%
	DK/NA	40	6	4	13	1
		7.6%	7.3%	2.5%	10.0%	1.5%
	Total	527	82	172	132	88
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	55	16	15	10	14
		10.4%	19.0%	8.7%	7.4%	16.2%
	Somewhat Agree	132	13	56	35	21
		25.0%	16.0%	32.8%	26.4%	23.5%
	Somewhat Disagree	121	6	39	43	18
		22.9%	6.8%	22.9%	32.2%	20.0%
	Strongly Disagree	109	25	28	23	25
		20.6%	30.7%	16.4%	17.6%	28.4%
	DK/NA	111	23	33	22	10
		21.0%	27.4%	19.2%	16.3%	11.8%
	Total	527	82	172	132	88
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	147	35	27	31	35
		27.8%	43.2%	15.6%	23.8%	40.1%
	Somewhat Agree	180	11	83	57	17
		34.1%	13.0%	48.3%	43.0%	19.0%
	Somewhat Disagree	67	8	29	21	6
		12.8%	9.9%	16.6%	15.8%	6.5%
	Strongly Disagree	59	16	14	9	19
		11.2%	19.6%	8.1%	6.7%	21.5%
	DK/NA	74	12	19	14	11
		14.1%	14.3%	11.3%	10.7%	12.9%

		Remain the Way it Is
		Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%
		9
	Somewhat Agree	16.7%
		8
	Somewhat Disagree	15.8%
		9
	Strongly Disagree	16.1%
		22
	DK/NA	42.5%
	Total	53
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	7
		13.5%
	Somewhat Agree	14
		26.6%
	Somewhat Disagree	9
		16.2%
	Strongly Disagree	8
		14.8%
	DK/NA	15
		28.9%
	Total	53
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0
		.6%
	Somewhat Agree	7
		12.7%
	Somewhat Disagree	16
		29.7%
	Strongly Disagree	7
		13.0%
	DK/NA	23
		44.0%
	Total	53
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	18
		33.4%
	Somewhat Agree	12
		23.2%
	Somewhat Disagree	4
		7.3%
	Strongly Disagree	1
		2.5%
	DK/NA	18
		33.5%

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
					A B C E
8A1. The airport is an important component of the area's economy	Strongly Agree				
	Somewhat Agree	D	D	D	
	Somewhat Disagree			D	
	Strongly Disagree	B			
DK/NA					
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree				B
	Somewhat Agree		A D	A D	
	Somewhat Disagree	D			
	Strongly Disagree	E	E		B C E
DK/NA					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	B C E			
	Somewhat Agree			D	
	Somewhat Disagree		A		A
	Strongly Disagree				
DK/NA					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree				B C E
	Somewhat Agree				
	Somewhat Disagree			A D	
	Strongly Disagree				
DK/NA		D	D		
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree				B
	Somewhat Agree	D			
	Somewhat Disagree		A D E	A D E	
	Strongly Disagree	B			A B C E
DK/NA			D		
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	B C E			B
	Somewhat Agree		A	A	A
	Somewhat Disagree		D	D	
	Strongly Disagree				
DK/NA					
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	E			E
	Somewhat Agree		A E		
	Somewhat Disagree		A	A	
	Strongly Disagree				
DK/NA					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	B C			B
	Somewhat Agree		A D E	A D	
	Somewhat Disagree				
	Strongly Disagree	C E			B C E
DK/NA					

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	B C D
DK/NA		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	
	Somewhat Agree	A D
	Somewhat Disagree	
	Strongly Disagree	
DK/NA		A B C D
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
DK/NA		A B C D
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A D
	Strongly Disagree	
DK/NA		C D
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
DK/NA		A B C D
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	
	Somewhat Agree	A
	Somewhat Disagree	
	Strongly Disagree	
DK/NA		A B C D
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A
	Strongly Disagree	
DK/NA		B C D
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
DK/NA		B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	516	229	217	33	10
	Strongly Agree	201	109	68	7	2
		38.9%	47.8%	31.3%	21.3%	19.9%
	Somewhat Agree	178	73	91	13	0
		34.5%	32.0%	41.9%	39.0%	.0%
	Somewhat Disagree	67	20	36	7	1
	13.0%	8.7%	16.7%	22.0%	14.0%	
Strongly Disagree	43	19	11	5	6	
	8.3%	8.1%	4.9%	14.5%	66.1%	
DK/NA	28	8	11	1	0	
	5.3%	3.5%	5.3%	3.1%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	232	221	33	10
	Strongly Agree	49	17	12	10	4
		9.3%	7.2%	5.5%	30.1%	44.3%
	Somewhat Agree	92	31	50	7	0
		17.6%	13.3%	22.8%	20.6%	2.6%
	Somewhat Disagree	169	67	83	8	1
	32.2%	28.8%	37.6%	25.1%	7.6%	
Strongly Disagree	187	103	68	7	4	
	35.4%	44.3%	30.9%	22.0%	45.5%	
DK/NA	29	15	7	1	0	
	5.5%	6.4%	3.2%	2.3%	.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	232	221	33	10
	Strongly Agree	136	71	47	10	5
		25.7%	30.4%	21.2%	30.3%	49.8%
	Somewhat Agree	177	81	78	9	1
		33.6%	35.0%	35.5%	27.7%	12.3%
	Somewhat Disagree	77	27	43	4	1
	14.7%	11.7%	19.5%	11.4%	14.6%	
Strongly Disagree	48	31	8	4	2	
	9.1%	13.5%	3.7%	10.9%	23.3%	
DK/NA	89	22	45	6	0	
	16.9%	9.5%	20.2%	19.7%	.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	232	221	33	10
	Strongly Agree	141	73	49	8	4
		26.7%	31.4%	22.4%	23.3%	42.8%
	Somewhat Agree	208	88	101	15	1
		39.5%	37.8%	45.6%	46.0%	8.1%
	Somewhat Disagree	63	21	37	2	1
	12.0%	9.2%	16.9%	5.4%	10.2%	
Strongly Disagree	50	25	15	3	4	
	9.4%	10.7%	6.8%	9.2%	38.9%	
DK/NA	65	25	18	5	0	
	12.4%	11.0%	8.3%	16.1%	.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	232	221	33	10
	Strongly Agree	47	22	9	8	4

		Manage the Growth of Operations
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	28
	Strongly Agree	15
		52.4%
	Somewhat Agree	1
		5.2%
	Somewhat Disagree	2
	8.0%	
Strongly Disagree	2	
	8.7%	
DK/NA	7	
	25.7%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	32
	Strongly Agree	6
		19.7%
	Somewhat Agree	4
		13.2%
	Somewhat Disagree	11
	34.0%	
Strongly Disagree	4	
	13.1%	
DK/NA	6	
	20.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	32
	Strongly Agree	3
		10.7%
	Somewhat Agree	7
		23.3%
	Somewhat Disagree	2
	6.6%	
Strongly Disagree	3	
	7.9%	
DK/NA	16	
	51.4%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	32
	Strongly Agree	7
		21.4%
	Somewhat Agree	4
		11.3%
	Somewhat Disagree	2
	6.8%	
Strongly Disagree	3	
	10.1%	
DK/NA	16	
	50.4%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	32
	Strongly Agree	3

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	9.6%	4.3%	24.4%	39.3%
		93	35	48	4	1
	Somewhat Agree	17.7%	15.2%	21.9%	13.1%	15.1%
		164	52	93	9	0
	Somewhat Disagree	31.1%	22.2%	42.1%	26.9%	.0%
		160	103	43	6	4
	Strongly Disagree	30.4%	44.3%	19.6%	18.8%	45.5%
		63	20	27	5	0
	DK/NA	11.9%	8.6%	12.1%	16.8%	.0%
	Total	527	232	221	33	10
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	10.4%	13.2%	5.6%	6.0%	38.8%
		107	84	14	6	2
	Somewhat Agree	31.5%	25.9%	40.7%	7.4%	7.6%
		166	60	90	2	1
	Somewhat Disagree	19.3%	10.4%	29.8%	20.8%	9.7%
		102	24	66	7	1
	Strongly Disagree	21.4%	21.1%	15.5%	49.1%	58.8%
		113	49	34	16	6
	DK/NA	7.6%	6.5%	7.7%	4.5%	.0%
	Total	527	232	221	33	10
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10.4%	13.2%	5.6%	6.0%	38.8%
		55	31	12	2	4
	Somewhat Agree	25.0%	22.7%	30.4%	26.1%	16.2%
		132	53	67	9	2
	Somewhat Disagree	22.9%	17.4%	32.2%	20.4%	7.6%
		121	40	71	7	1
	Strongly Disagree	20.6%	26.8%	12.7%	27.1%	34.9%
		109	62	28	9	3
	DK/NA	21.0%	19.9%	19.2%	20.4%	2.6%
	Total	527	232	221	33	10
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.8%	35.1%	19.7%	36.0%	29.3%
		147	81	43	12	3
	Somewhat Agree	34.1%	24.5%	47.8%	38.5%	22.1%
		180	57	106	13	2
	Somewhat Disagree	12.8%	10.7%	13.1%	9.9%	7.0%
		67	25	29	3	1
	Strongly Disagree	11.2%	15.7%	5.2%	6.9%	30.0%
		59	36	12	2	3
	DK/NA	14.1%	14.1%	14.2%	8.7%	11.6%
		74	33	31	3	1

		Manage the Growth of Operations
		Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.9%
		4
	Somewhat Agree	12.3%
		11
	Somewhat Disagree	34.2%
		3
	Strongly Disagree	10.5%
		11
	DK/NA	33.1%
	Total	32
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	2.3%
		1
	Somewhat Agree	40.7%
		13
	Somewhat Disagree	12.9%
		4
	Strongly Disagree	23.3%
		7
	DK/NA	20.8%
	Total	32
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	19.9%
		6
	Somewhat Agree	6.3%
		2
	Somewhat Disagree	6.3%
		2
	Strongly Disagree	19.3%
		6
	DK/NA	48.2%
	Total	32
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	22.9%
		7
	Somewhat Agree	7.7%
		2
	Somewhat Disagree	30.0%
		10
	Strongly Disagree	19.4%
		6
	DK/NA	20.1%
		6

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree	B C			a
	Somewhat Agree	E	E	E	.
	Somewhat Disagree				A B C E
	Strongly Disagree				a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA			AB	AB
	Strongly Agree				.
	Somewhat Agree				.
	Somewhat Disagree	B E			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	DK/NA				.
	Strongly Agree				B
	Somewhat Agree	B	A		a
	Somewhat Disagree				.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA				B
	Strongly Agree	E	E	E	a
	Somewhat Agree				.
	Somewhat Disagree			B	AB
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA				a
	Strongly Agree	B E	A		.
	Somewhat Agree				a
	Somewhat Disagree	B E			.
8C2. The airport should grow to address increasing demands from the community	DK/NA				B
	Strongly Agree		A C		a
	Somewhat Agree		A		.
	Somewhat Disagree			AB	B
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA				.
	Strongly Agree				B
	Somewhat Agree		E		.
	Somewhat Disagree	B	A E		.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA				B
	Strongly Agree	B			.
	Somewhat Agree		A E	E	.
	Somewhat Disagree	B			B

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	AB
	Strongly Disagree	B
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	DK/NA	
	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	B
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	DK/NA	
	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	ABC
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA	
	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	ABC
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	
	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	AB
8C2. The airport should grow to address increasing demands from the community	DK/NA	
	Strongly Agree	
	Somewhat Agree	C
	Somewhat Disagree	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA	
	Strongly Agree	A
	Somewhat Agree	B
	Somewhat Disagree	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA	
	Strongly Agree	AB
	Somewhat Agree	
	Somewhat Disagree	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	516	61	454	1
	Strongly Agree	201	38	163	0
		38.9%	62.9%	35.8%	.0%
	Somewhat Agree	178	15	164	0
		34.5%	24.0%	36.0%	.0%
	Somewhat Disagree	67	5	61	1
		13.0%	8.3%	13.4%	100.0%
Strongly Disagree	43	3	40	0	
	8.3%	4.5%	8.8%	.0%	
DK/NA	28	0	27	0	
	5.3%	.4%	6.0%	.0%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	61	465	1
	Strongly Agree	49	6	43	0
		9.3%	10.4%	9.2%	.0%
	Somewhat Agree	92	8	84	0
		17.6%	13.9%	18.1%	.0%
	Somewhat Disagree	169	14	154	1
		32.2%	23.2%	33.2%	100.0%
Strongly Disagree	187	31	155	0	
	35.4%	51.8%	33.4%	.0%	
DK/NA	29	0	29	0	
	5.5%	.7%	6.2%	.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	61	465	1
	Strongly Agree	136	21	114	1
		25.7%	34.2%	24.4%	100.0%
	Somewhat Agree	177	16	161	0
		33.6%	25.8%	34.7%	.0%
	Somewhat Disagree	77	8	70	0
		14.7%	12.4%	15.0%	.0%
Strongly Disagree	48	8	40	0	
	9.1%	12.9%	8.6%	.0%	
DK/NA	89	9	80	0	
	16.9%	14.8%	17.3%	.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	61	465	1
	Strongly Agree	141	24	116	0
		26.7%	40.1%	25.0%	.0%
	Somewhat Agree	208	22	185	1
		39.5%	36.5%	39.7%	100.0%
	Somewhat Disagree	63	5	59	0
		12.0%	7.6%	12.7%	.0%
Strongly Disagree	50	6	44	0	
	9.4%	10.0%	9.4%	.0%	
DK/NA	65	4	62	0	
	12.4%	5.9%	13.2%	.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	61	465	1
	Strongly Agree	47	2	45	0

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	3.1%	9.7%	.0%
		93	6	87	0
	Somewhat Agree	17.7%	10.4%	18.7%	.0%
		164	21	142	1
		31.1%	34.1%	30.6%	100.0%
	Somewhat Disagree	160	28	132	0
		30.4%	45.3%	28.5%	.0%
Strongly Disagree	63	4	58	0	
	11.9%	7.1%	12.6%	.0%	
DK/NA	527	61	465	1	
8C2. The airport should grow to address increasing demands from the community	Total	107	15	92	0
	Strongly Agree	20.2%	24.2%	19.8%	.0%
		166	20	146	0
	Somewhat Agree	31.5%	33.4%	31.3%	.0%
		102	12	89	0
	Somewhat Disagree	19.3%	20.4%	19.2%	.0%
		113	8	104	1
Strongly Disagree	21.4%	12.7%	22.3%	100.0%	
	40	6	35	0	
DK/NA	7.6%	9.3%	7.4%	.0%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	527	61	465	1
	Strongly Agree	55	6	49	0
		10.4%	10.1%	10.5%	.0%
	Somewhat Agree	132	21	111	0
		25.0%	34.7%	23.8%	.0%
	Somewhat Disagree	121	17	103	1
		22.9%	27.7%	22.2%	100.0%
Strongly Disagree	109	12	97	0	
	20.6%	19.1%	20.8%	.0%	
DK/NA	111	5	106	0	
	21.0%	8.4%	22.7%	.0%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	527	61	465	1
	Strongly Agree	147	14	131	1
		27.8%	23.4%	28.3%	100.0%
	Somewhat Agree	180	19	161	0
		34.1%	30.5%	34.6%	.0%
	Somewhat Disagree	67	8	59	0
		12.8%	13.3%	12.7%	.0%
Strongly Disagree	59	9	50	0	
	11.2%	15.3%	10.7%	.0%	
DK/NA	74	11	64	0	
	14.1%	17.5%	13.7%	.0%	

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	516	388	127	1
	Strongly Agree	201 38.9%	150 38.5%	51 40.3%	0 .0%
	Somewhat Agree	178 34.5%	136 34.9%	42 32.8%	1 100.0%
	Somewhat Disagree	67 13.0%	50 12.9%	17 13.2%	0 .0%
	Strongly Disagree	43 8.3%	35 9.0%	8 6.1%	0 .0%
	DK/NA	28 5.3%	18 4.6%	10 7.8%	0 .0%
	Total	527	398	128	1
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	49 9.3%	37 9.4%	12 9.1%	0 .0%
	Somewhat Agree	92 17.6%	71 17.8%	22 17.0%	0 .0%
	Somewhat Disagree	169 32.2%	128 32.1%	42 32.4%	0 .0%
	Strongly Disagree	187 35.4%	142 35.7%	45 35.1%	0 .0%
	DK/NA	29 5.5%	20 5.0%	8 6.4%	1 100.0%
	Total	527	398	128	1
	8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	136 25.7%	109 27.3%	27 20.9%	0 .0%
Somewhat Agree		177 33.6%	131 32.9%	45 35.2%	1 100.0%
Somewhat Disagree		77 14.7%	63 15.9%	14 10.9%	0 .0%
Strongly Disagree		48 9.1%	35 8.7%	13 10.3%	0 .0%
DK/NA		89 16.9%	60 15.2%	29 22.7%	0 .0%
Total		527	398	128	1
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		Strongly Agree	141 26.7%	117 29.4%	24 18.5%	0 .0%
	Somewhat Agree	208 39.5%	153 38.3%	54 42.5%	1 100.0%
	Somewhat Disagree	63 12.0%	52 12.9%	12 9.3%	0 .0%
	Strongly Disagree	50 9.4%	36 9.1%	13 10.5%	0 .0%
	DK/NA	65 12.4%	41 10.2%	25 19.2%	0 .0%
	Total	527	398	128	1
	8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	47	28	18	0

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	7.2%	14.3%	.0%
		93	57	37	0
	Somewhat Agree	17.7%	14.3%	28.7%	.0%
		164	128	36	0
	Somewhat Disagree	31.1%	32.2%	28.0%	.0%
		160	140	19	1
	Strongly Disagree	30.4%	35.1%	15.0%	100.0%
	DK/NA	11.9%	11.3%	14.0%	.0%
	DK/NA	63	45	18	0
	Total	527	398	128	1
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	20.2%	17.9%	27.7%	.0%
		107	71	35	0
	Somewhat Agree	31.5%	28.8%	40.1%	.0%
		166	115	51	0
	Somewhat Disagree	19.3%	21.2%	13.5%	.0%
		102	84	17	0
	Strongly Disagree	21.4%	24.8%	10.9%	.0%
	DK/NA	7.6%	7.4%	7.8%	100.0%
	DK/NA	40	29	10	1
	Total	527	398	128	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10.4%	11.3%	7.7%	.0%
		55	45	10	0
	Somewhat Agree	25.0%	27.0%	19.0%	.0%
		132	108	24	0
	Somewhat Disagree	22.9%	21.0%	29.0%	.0%
		121	84	37	0
	Strongly Disagree	20.6%	19.4%	23.8%	100.0%
	DK/NA	21.0%	21.2%	20.5%	.0%
	DK/NA	109	77	30	1
	Total	527	398	128	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.8%	25.3%	36.1%	.0%
		147	101	46	0
	Somewhat Agree	34.1%	36.5%	26.8%	.0%
		180	145	34	0
	Somewhat Disagree	12.8%	10.6%	19.5%	.0%
		67	42	25	0
	Strongly Disagree	11.2%	13.5%	3.5%	100.0%
	DK/NA	14.1%	14.1%	14.1%	.0%
	DK/NA	74	56	18	0

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8A1. The airport is an important component of the area's economy	Total	516	160	185	60	23
	Strongly Agree	201 38.9%	95 59.4%	78 41.9%	10 16.4%	8 37.0%
	Somewhat Agree	178 34.5%	51 32.2%	70 38.0%	13 22.3%	1 6.1%
	Somewhat Disagree	67 13.0%	5 3.3%	22 12.1%	19 32.2%	3 11.4%
	Strongly Disagree	43 8.3%	3 1.9%	8 4.1%	12 20.3%	8 33.0%
	DK/NA	28 5.3%	5 3.2%	7 3.9%	5 8.8%	3 12.5%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	160	188	60	30
	Strongly Agree	49 9.3%	7 4.2%	6 3.1%	13 21.6%	17 57.8%
	Somewhat Agree	92 17.6%	17 10.8%	34 17.8%	24 40.2%	2 7.8%
	Somewhat Disagree	169 32.2%	42 26.0%	82 43.3%	11 18.5%	0 .0%
	Strongly Disagree	187 35.4%	90 56.1%	59 31.5%	12 19.6%	7 24.8%
	DK/NA	29 5.5%	5 2.9%	8 4.3%	0 .0%	3 9.5%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	160	188	60	30
	Strongly Agree	136 25.7%	49 30.9%	45 23.7%	11 17.9%	8 27.9%
	Somewhat Agree	177 33.6%	40 25.0%	85 45.3%	18 29.9%	6 18.5%
	Somewhat Disagree	77 14.7%	28 17.5%	22 11.9%	15 24.2%	5 15.2%
	Strongly Disagree	48 9.1%	16 10.0%	13 6.7%	3 4.5%	4 13.3%
	DK/NA	89 16.9%	27 16.6%	24 12.5%	14 23.6%	7 25.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	160	188	60	30
	Strongly Agree	141 26.7%	63 39.3%	38 20.2%	10 17.5%	13 44.3%
	Somewhat Agree	208 39.5%	67 42.1%	79 42.1%	23 38.6%	1 4.2%
	Somewhat Disagree	63 12.0%	9 5.5%	26 13.7%	16 27.0%	3 9.7%
	Strongly Disagree	50 9.4%	11 6.9%	14 7.5%	4 6.8%	12 40.4%
	DK/NA	65 12.4%	10 6.3%	31 16.5%	6 10.1%	0 1.4%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	160	188	60	30
	Strongly Agree	47	2	4	14	19

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	Total	88
	Strongly Agree	10 11.3%
	Somewhat Agree	42 47.1%
	Somewhat Disagree	17 19.7%
	Strongly Disagree	12 13.9%
	DK/NA	7 8.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	89
	Strongly Agree	6 7.1%
	Somewhat Agree	15 17.0%
	Somewhat Disagree	35 39.7%
	Strongly Disagree	19 21.1%
	DK/NA	13 15.1%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	89
	Strongly Agree	23 25.3%
	Somewhat Agree	28 31.8%
	Somewhat Disagree	8 8.8%
	Strongly Disagree	13 14.2%
	DK/NA	18 19.8%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	89
	Strongly Agree	16 18.4%
	Somewhat Agree	37 41.6%
	Somewhat Disagree	10 11.0%
	Strongly Disagree	8 9.4%
	DK/NA	17 19.6%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	89
	Strongly Agree	8

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	1.1%	2.2%	23.2%	63.4%
		93	14	23	27	6
	Somewhat Agree	17.7%	9.0%	12.1%	44.4%	18.6%
		164	57	80	5	0
	Somewhat Disagree	31.1%	35.6%	42.7%	8.9%	.0%
		160	80	54	3	2
	Strongly Disagree	30.4%	50.1%	28.4%	4.3%	5.7%
		63	7	27	12	4
	DK/NA	11.9%	4.1%	14.5%	19.2%	12.3%
		527	160	188	60	30
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	20.2%	24.6%	16.7%	17.8%	30.4%
		107	39	31	11	9
	Somewhat Agree	31.5%	38.9%	38.7%	19.2%	.0%
		166	62	73	12	0
	Somewhat Disagree	19.3%	20.6%	19.6%	26.2%	7.9%
		102	33	37	16	2
	Strongly Disagree	21.4%	8.7%	18.4%	32.3%	52.2%
		113	14	35	19	16
	DK/NA	7.6%	7.2%	6.6%	4.5%	9.5%
		40	11	12	3	3
	Total	527	160	188	60	30
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10.4%	18.3%	7.0%	6.8%	16.1%
		55	29	13	4	5
	Somewhat Agree	25.0%	28.1%	28.2%	10.8%	2.9%
		132	45	53	6	1
	Somewhat Disagree	22.9%	29.2%	24.7%	27.3%	4.1%
		121	47	47	16	1
	Strongly Disagree	20.6%	10.0%	19.6%	32.2%	64.9%
		109	16	37	19	19
	DK/NA	21.0%	14.4%	20.4%	23.0%	12.0%
		111	23	39	14	4
	Total	527	160	188	60	30
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.8%	13.9%	26.2%	59.7%	51.0%
		147	22	49	36	15
	Somewhat Agree	34.1%	35.8%	41.7%	22.4%	13.1%
		180	57	79	13	4
	Somewhat Disagree	12.8%	14.4%	14.5%	.0%	2.3%
		67	23	27	0	1
	Strongly Disagree	11.2%	16.3%	8.0%	3.7%	24.1%
		59	26	15	2	7
	DK/NA	14.1%	19.6%	9.6%	14.2%	9.5%
		74	31	18	9	3

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	9.0%
		24
	Somewhat Agree	27.0%
		21
	Somewhat Disagree	23.9%
		22
	Strongly Disagree	24.8%
		14
	DK/NA	15.4%
		89
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	18.2%
		16
	Somewhat Agree	21.7%
		19
	Somewhat Disagree	15.5%
		14
	Strongly Disagree	32.5%
		29
	DK/NA	12.0%
		11
	Total	89
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	4.2%
		4
	Somewhat Agree	29.7%
		26
	Somewhat Disagree	11.4%
		10
	Strongly Disagree	19.0%
		17
	DK/NA	35.8%
		32
	Total	89
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.2%
		24
	Somewhat Agree	29.6%
		26
	Somewhat Disagree	18.3%
		16
	Strongly Disagree	9.7%
		9
	DK/NA	15.2%
		14

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree	B C E	C E		E
	Somewhat Agree		D		
	Somewhat Disagree		A	A B	
	Strongly Disagree			A B	A B
	DK/NA				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			A B	A B C E
	Somewhat Agree			A B D E	
	Somewhat Disagree		A C		a
	Strongly Disagree	B C D E			
	DK/NA			a	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		A		
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	B C E			B E
	Somewhat Agree	D		D	
	Somewhat Disagree			A	
	Strongly Disagree		A		A B C E
	DK/NA				
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			A B	A B C E
	Somewhat Agree		C E	A B	
	Somewhat Disagree	C	C E		a
	Strongly Disagree	B C D E	C		
	DK/NA		A	A	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree				a
	Somewhat Agree	C E	C E		
	Somewhat Disagree			A	A B
	Strongly Disagree				
	DK/NA				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	B E			
	Somewhat Agree	D	D		
	Somewhat Disagree	D E			
	Strongly Disagree			A	A B C E
	DK/NA				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		A	A B E	A
	Somewhat Agree		D		
	Somewhat Disagree		C		
	Strongly Disagree				C
	DK/NA				

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	
	Somewhat Agree	C D
	Somewhat Disagree	A
	Strongly Disagree	A B
	DK/NA	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	C
	Strongly Disagree	
	DK/NA	A B
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	A B
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	D
	Strongly Disagree	
	DK/NA	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	A
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	A
	DK/NA	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	A
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8A1. The airport is an important component of the area's economy	Total	516	205	192	39	37
	Strongly Agree	201	127	48	1	15
		38.9%	61.8%	24.8%	3.4%	39.1%
	Somewhat Agree	178	59	89	12	8
		34.5%	28.5%	46.7%	31.3%	21.5%
	Somewhat Disagree	67	9	35	14	3
		13.0%	4.5%	18.3%	35.4%	8.3%
Strongly Disagree	43	5	11	7	11	
	8.3%	2.5%	6.0%	18.1%	30.3%	
DK/NA	28	5	8	5	0	
	5.3%	2.6%	4.3%	11.8%	.8%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	205	195	43	40
	Strongly Agree	49	7	12	10	18
		9.3%	3.6%	6.1%	23.5%	45.8%
	Somewhat Agree	92	17	45	20	2
		17.6%	8.5%	22.9%	45.8%	5.5%
	Somewhat Disagree	169	44	89	12	6
		32.2%	21.7%	45.6%	27.5%	14.2%
Strongly Disagree	187	126	40	1	14	
	35.4%	61.3%	20.6%	2.5%	33.7%	
DK/NA	29	10	9	0	0	
	5.5%	5.0%	4.7%	.7%	.8%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	205	195	43	40
	Strongly Agree	136	67	47	11	9
		25.7%	32.6%	24.0%	26.2%	21.5%
	Somewhat Agree	177	61	71	13	14
		33.6%	29.7%	36.3%	29.3%	34.5%
	Somewhat Disagree	77	27	33	9	5
		14.7%	13.3%	16.8%	20.7%	12.2%
Strongly Disagree	48	21	12	2	6	
	9.1%	10.1%	6.0%	4.6%	14.2%	
DK/NA	89	29	33	8	7	
	16.9%	14.3%	16.9%	19.1%	17.6%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	205	195	43	40
	Strongly Agree	141	78	34	9	11
		26.7%	37.9%	17.5%	21.4%	27.3%
	Somewhat Agree	208	79	94	14	9
		39.5%	38.4%	48.0%	33.1%	22.7%
	Somewhat Disagree	63	14	32	8	9
		12.0%	6.9%	16.2%	19.1%	21.8%
Strongly Disagree	50	19	10	7	11	
	9.4%	9.4%	4.9%	16.7%	26.3%	
DK/NA	65	15	26	4	1	
	12.4%	7.4%	13.4%	9.7%	1.8%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	205	195	43	40
	Strongly Agree	47	3	7	11	23

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	Total	43
	Strongly Agree	10
		24.2%
	Somewhat Agree	10
		23.4%
	Somewhat Disagree	6
		13.5%
Strongly Disagree	8	
	17.9%	
DK/NA	9	
	21.1%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	43
	Strongly Agree	1
		2.5%
	Somewhat Agree	8
		19.4%
	Somewhat Disagree	18
		42.6%
Strongly Disagree	6	
	14.1%	
DK/NA	9	
	21.3%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	43
	Strongly Agree	2
		4.2%
	Somewhat Agree	19
		43.6%
	Somewhat Disagree	3
		7.7%
Strongly Disagree	8	
	17.5%	
DK/NA	12	
	27.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	43
	Strongly Agree	8
		19.8%
	Somewhat Agree	12
		28.1%
	Somewhat Disagree	1
		1.7%
Strongly Disagree	3	
	6.9%	
DK/NA	19	
	43.6%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	43
	Strongly Agree	2

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	1.3%	3.7%	26.0%	57.6%
		93	21	38	19	9
	Somewhat Agree	17.7%	10.3%	19.3%	44.9%	22.0%
		164	69	76	1	5
	Somewhat Disagree	31.1%	33.4%	38.9%	3.1%	12.7%
		160	102	48	3	1
	Strongly Disagree	30.4%	49.5%	24.7%	5.8%	3.4%
		63	11	26	9	2
	DK/NA	11.9%	5.5%	13.3%	20.2%	4.4%
		527	205	195	43	40
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	20.2%	27.0%	14.1%	21.2%	21.7%
		107	55	28	9	9
	Somewhat Agree	31.5%	40.6%	32.5%	4.1%	18.3%
		166	83	63	2	7
	Somewhat Disagree	19.3%	13.9%	27.7%	18.9%	5.6%
		102	29	54	8	2
	Strongly Disagree	21.4%	13.1%	14.9%	49.9%	53.6%
		113	27	29	22	22
	DK/NA	7.6%	5.3%	10.8%	5.9%	.8%
		40	11	21	3	0
	Total	527	205	195	43	40
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	10.4%	16.9%	6.4%	15.2%	2.2%
		55	35	13	7	1
	Somewhat Agree	25.0%	32.7%	24.2%	10.6%	19.8%
		132	67	47	5	8
	Somewhat Disagree	22.9%	23.0%	28.9%	5.8%	18.3%
		121	47	56	2	7
	Strongly Disagree	20.6%	11.7%	17.7%	48.3%	56.4%
		109	24	35	21	23
	DK/NA	21.0%	15.8%	22.7%	20.1%	3.2%
		111	32	44	9	1
	Total	527	205	195	43	40
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	27.8%	15.7%	29.2%	56.7%	59.9%
		147	32	57	24	24
	Somewhat Agree	34.1%	38.6%	39.3%	18.8%	13.6%
		180	79	77	8	5
	Somewhat Disagree	12.8%	11.2%	13.9%	2.5%	14.4%
		67	23	27	1	6
	Strongly Disagree	11.2%	16.4%	4.1%	11.1%	10.0%
		59	34	8	5	4
	DK/NA	14.1%	18.2%	13.4%	10.9%	2.0%
		74	37	26	5	1

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	5.5%
		6
	Somewhat Agree	14.7%
		13
	Somewhat Disagree	30.2%
		6
	Strongly Disagree	14.5%
		15
	DK/NA	35.1%
		43
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	6
		13.4%
	Somewhat Agree	10
		23.1%
	Somewhat Disagree	9
		19.9%
	Strongly Disagree	13
		31.3%
	DK/NA	5
		12.2%
	Total	43
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0
		.6%
	Somewhat Agree	5
		11.3%
	Somewhat Disagree	7
		17.4%
	Strongly Disagree	7
		15.2%
	DK/NA	24
		55.6%
	Total	43
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	9
		20.8%
	Somewhat Agree	10
		23.2%
	Somewhat Disagree	10
		23.8%
	Strongly Disagree	9
		20.3%
	DK/NA	5
		11.9%

Comparisons of Column Proportions^{a,b}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree	B C E	C		C
	Somewhat Agree		A D		
	Somewhat Disagree		A	A D	
	DK/NA			A	A B
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		A	A B E	A B E
	Somewhat Agree		A D	A B D	
	Somewhat Disagree	B C D E	C		C
	DK/NA				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	E	E	E	
	Somewhat Agree				
	Somewhat Disagree				
	DK/NA				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	B			
	Somewhat Agree		D		
	Somewhat Disagree		A		A E
	DK/NA				A B
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			A B	A B C E
	Somewhat Agree			A B E	
	Somewhat Disagree	C	C D		
	DK/NA	B C D E	D		
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	B			
	Somewhat Agree	C	C		
	Somewhat Disagree		A D		
	DK/NA			A B	A B
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	B			
	Somewhat Agree	C E			
	Somewhat Disagree		C		
	DK/NA			A B E	A B E
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		D	A B E	A B E
	Somewhat Agree	D	D		
	Somewhat Disagree				
	DK/NA	B			

Comparisons of Column Proportions^{a,b}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A
	DK/NA	A B D
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A D
	DK/NA	A B C D
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	A B C D
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
8A1. The airport is an important component of the area's economy	Total	516	78	19	319	57
	Strongly Agree	201	12	0	163	16
		38.9%	15.2%	1.6%	51.0%	27.0%
	Somewhat Agree	178	31	8	117	12
		34.5%	39.5%	41.8%	36.7%	21.5%
	Somewhat Disagree	67	23	8	21	9
		13.0%	30.1%	41.6%	6.5%	15.9%
Strongly Disagree	43	8	3	9	16	
	8.3%	9.7%	13.4%	2.9%	27.5%	
DK/NA	28	4	0	9	5	
	5.3%	5.4%	1.6%	2.9%	8.1%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	527	78	19	322	65
	Strongly Agree	49	7	1	12	27
		9.3%	8.9%	6.8%	3.9%	42.3%
	Somewhat Agree	92	21	6	41	16
		17.6%	26.4%	32.5%	12.9%	24.6%
	Somewhat Disagree	169	21	10	113	8
		32.2%	26.7%	51.8%	35.0%	12.1%
Strongly Disagree	187	21	1	145	14	
	35.4%	27.0%	5.6%	45.0%	21.0%	
DK/NA	29	9	1	11	0	
	5.5%	11.0%	3.2%	3.3%	.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	527	78	19	322	65
	Strongly Agree	136	24	9	90	11
		25.7%	30.9%	46.0%	27.8%	17.5%
	Somewhat Agree	177	22	8	110	18
		33.6%	28.0%	42.9%	34.1%	28.6%
	Somewhat Disagree	77	11	1	49	13
		14.7%	14.5%	3.9%	15.1%	20.3%
Strongly Disagree	48	5	1	27	7	
	9.1%	6.5%	5.6%	8.5%	10.3%	
DK/NA	89	16	0	47	15	
	16.9%	20.1%	1.6%	14.5%	23.3%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	527	78	19	322	65
	Strongly Agree	141	19	2	93	18
		26.7%	24.8%	9.7%	28.8%	28.5%
	Somewhat Agree	208	32	3	140	20
		39.5%	41.0%	18.4%	43.5%	30.9%
	Somewhat Disagree	63	13	7	33	10
		12.0%	16.3%	36.0%	10.2%	15.9%
Strongly Disagree	50	4	5	25	12	
	9.4%	4.9%	28.6%	7.8%	19.2%	
DK/NA	65	10	1	31	4	
	12.4%	13.1%	7.3%	9.7%	5.5%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	527	78	19	322	65
	Strongly Agree	47	6	3	4	31

		Shift	
		DK/NA on Both	Switch to DK/NA
8A1. The airport is an important component of the area's economy	Total	17	26
	Strongly Agree	1	9
		5.7%	35.7%
	Somewhat Agree	6	4
		37.1%	14.7%
	Somewhat Disagree	0	5
		2.3%	20.5%
Strongly Disagree	6	2	
	35.5%	6.9%	
DK/NA	3	6	
	19.3%	22.2%	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	17	26
	Strongly Agree	0	1
		.0%	4.1%
	Somewhat Agree	2	6
		11.6%	24.3%
	Somewhat Disagree	8	10
		47.8%	39.4%
Strongly Disagree	2	4	
	13.1%	14.8%	
DK/NA	5	5	
	27.5%	17.5%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	17	26
	Strongly Agree	1	1
		5.8%	3.3%
	Somewhat Agree	3	15
		20.6%	58.0%
	Somewhat Disagree	1	2
		7.8%	7.6%
Strongly Disagree	7	1	
	39.3%	3.9%	
DK/NA	4	7	
	26.6%	27.2%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	17	26
	Strongly Agree	1	7
		8.3%	26.9%
	Somewhat Agree	6	6
		38.0%	21.9%
	Somewhat Disagree	0	1
		.0%	2.8%
Strongly Disagree	0	3	
	.6%	10.8%	
DK/NA	9	10	
	53.1%	37.6%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	17	26
	Strongly Agree	0	2

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	8.9%	7.3%	18.6%	1.3%	47.8%
		93	25	6	34	23
	Somewhat Agree	17.7%	32.3%	29.5%	10.4%	35.1%
		164	18	5	127	1
	Somewhat Disagree	31.1%	23.0%	27.2%	39.2%	2.1%
		160	17	2	133	2
	Strongly Disagree	30.4%	21.7%	11.1%	41.2%	2.8%
		63	12	3	25	8
	DK/NA	11.9%	15.7%	13.6%	7.8%	12.2%
		527	78	19	322	65
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	107	17	2	66	16
		20.2%	21.7%	9.5%	20.5%	24.9%
	Somewhat Agree	166	21	3	125	7
		31.5%	27.4%	13.4%	38.9%	10.3%
	Somewhat Disagree	102	15	0	68	10
		19.3%	19.3%	.0%	21.0%	16.1%
Strongly Disagree	113	14	13	42	30	
	21.4%	17.9%	67.4%	13.0%	47.1%	
DK/NA	40	11	2	21	1	
	7.6%	13.7%	9.7%	6.6%	1.6%	
	Total	527	78	19	322	65
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	55	5	1	42	6
		10.4%	6.7%	7.3%	13.0%	9.4%
	Somewhat Agree	132	20	8	94	5
		25.0%	25.6%	39.9%	29.3%	7.8%
	Somewhat Disagree	121	14	0	89	10
		22.9%	18.4%	.0%	27.7%	15.3%
Strongly Disagree	109	12	9	47	35	
	20.6%	14.8%	47.4%	14.6%	53.6%	
DK/NA	111	27	1	50	9	
	21.0%	34.6%	5.5%	15.4%	13.9%	
	Total	527	78	19	322	65
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	147	26	9	63	39
		27.8%	33.3%	49.9%	19.6%	60.7%
	Somewhat Agree	180	28	3	128	11
		34.1%	35.5%	15.6%	39.8%	16.5%
	Somewhat Disagree	67	7	6	43	1
		12.8%	9.2%	32.9%	13.3%	1.1%
Strongly Disagree	59	2	0	39	9	
	11.2%	2.8%	1.6%	12.2%	13.2%	
DK/NA	74	15	0	49	6	
	14.1%	19.2%	.0%	15.1%	8.5%	

		Shift	
		DK/NA on Both	Switch to DK/NA
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	2.5%	7.5%
		4	3
	Somewhat Agree	21.9%	10.1%
		2	11
	Somewhat Disagree	12.8%	41.1%
		6	0
	Strongly Disagree	34.9%	1.6%
		5	10
	DK/NA	27.8%	39.6%
	Total	17	26
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	1	4
		8.7%	16.4%
	Somewhat Agree	1	9
		5.7%	34.1%
	Somewhat Disagree	4	4
		26.1%	16.1%
Strongly Disagree	8	5	
	51.0%	19.0%	
DK/NA	1	4	
	8.5%	14.5%	
	Total	17	26
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0	0
		1.3%	.1%
	Somewhat Agree	3	2
		17.4%	7.5%
	Somewhat Disagree	3	4
		20.8%	15.2%
Strongly Disagree	0	7	
	.0%	24.6%	
DK/NA	10	14	
	60.5%	52.5%	
	Total	17	26
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	3	6
		15.8%	24.0%
	Somewhat Agree	2	7
		15.0%	28.3%
	Somewhat Disagree	3	7
		17.4%	27.7%
Strongly Disagree	7	2	
	42.7%	6.2%	
DK/NA	2	4	
	9.1%	13.7%	

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree			ABDE	
	Somewhat Agree				
	Somewhat Disagree	C	C		C
	Strongly Disagree				
	DK/NA				BCF
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	C			
	Somewhat Agree			D	
	Somewhat Disagree		D	BDF	
	Strongly Disagree	C			a
	DK/NA				.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		F		
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree				
	Somewhat Agree		CF		
	Somewhat Disagree		AC		
	Strongly Disagree				
	DK/NA				
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	C	C		ACEF
	Somewhat Agree	C			C
	Somewhat Disagree	D	D	D	
	Strongly Disagree	D		ADF	
	DK/NA				
8C2. The airport should grow to address increasing demands from the community	Strongly Agree			D	
	Somewhat Agree		a		
	Somewhat Disagree		ACF		
	Strongly Disagree				AC
	DK/NA				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree				
	Somewhat Agree		D	D	
	Somewhat Disagree		a		
	Strongly Disagree		ACE		ACE
	DK/NA	C			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		C		ACEF
	Somewhat Agree			D	
	Somewhat Disagree		D		
	Strongly Disagree				
	DK/NA		a		

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
8A1. The airport is an important component of the area's economy	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree	C	
	Strongly Disagree	C ^a	C
	DK/NA	.	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree	D	D
	Strongly Disagree		
	DK/NA	C	C
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree	ACF	
	DK/NA		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree		
	Somewhat Agree	a	
	Somewhat Disagree		
	Strongly Disagree	ABCD	CD
	DK/NA		
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		D
	Strongly Disagree	DF	
	DK/NA		CD
8C2. The airport should grow to address increasing demands from the community	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree	C	
	DK/NA		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
	DK/NA	BCD	BCD
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		D
	Strongly Disagree	ABC	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	527
	Strongly Agree	66 12.4%	66 12.4%
	Somewhat Agree	99 18.7%	99 18.7%
	Somewhat Disagree	163 30.8%	163 30.8%
	Strongly Disagree	123 23.4%	123 23.4%
	DK/NA	77 14.7%	77 14.7%
	Total	527	527
9B. The airport should remain the way it is and not change	Strongly Agree	82 15.6%	82 15.6%
	Somewhat Agree	172 32.6%	172 32.6%
	Somewhat Disagree	132 25.1%	132 25.1%
	Strongly Disagree	88 16.7%	88 16.7%
	DK/NA	53 10.0%	53 10.0%
	Total	527	527
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	232 44.1%	232 44.1%
	Somewhat Agree	221 41.9%	221 41.9%
	Somewhat Disagree	33 6.2%	33 6.2%
	Strongly Disagree	10 1.8%	10 1.8%
	DK/NA	32 6.0%	32 6.0%
	Total	527	527
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	51 9.8%	51 9.8%
	Somewhat Agree	109 20.6%	109 20.6%
	Somewhat Disagree	121 23.0%	121 23.0%
	Strongly Disagree	230 43.7%	230 43.7%
	DK/NA	15 2.9%	15 2.9%
	Total	527	527

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
9B. The airport should remain the way it is and not change	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA	.
	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	284	240	3
	Strongly Agree	66 12.4%	36 12.7%	29 11.9%	1 26.9%
	Somewhat Agree	99 18.7%	69 24.3%	28 11.8%	1 38.2%
	Somewhat Disagree	163 30.8%	96 33.8%	66 27.7%	0 .0%
	Strongly Disagree	123 23.4%	53 18.7%	69 28.8%	1 34.9%
	DK/NA	77 14.7%	30 10.5%	47 19.8%	0 .0%
9B. The airport should remain the way it is and not change	Total	527	284	240	3
	Strongly Agree	82 15.6%	36 12.6%	46 19.2%	0 .0%
	Somewhat Agree	172 32.6%	93 32.8%	79 32.9%	0 .0%
	Somewhat Disagree	132 25.1%	75 26.4%	55 22.9%	2 73.1%
	Strongly Disagree	88 16.7%	51 17.9%	36 15.2%	1 26.9%
	DK/NA	53 10.0%	29 10.3%	24 9.8%	0 .0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	284	240	3
	Strongly Agree	232 44.1%	111 39.1%	119 49.5%	2 73.1%
	Somewhat Agree	221 41.9%	135 47.6%	85 35.5%	0 .0%
	Somewhat Disagree	33 6.2%	18 6.2%	14 6.0%	1 26.9%
	Strongly Disagree	10 1.8%	7 2.4%	3 1.2%	0 .0%
	DK/NA	32 6.0%	13 4.7%	18 7.7%	0 .0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	284	240	3
	Strongly Agree	51 9.8%	33 11.8%	18 7.5%	0 .0%
	Somewhat Agree	109 20.6%	49 17.2%	59 24.5%	1 34.9%
	Somewhat Disagree	121 23.0%	67 23.5%	53 22.2%	1 38.2%
	Strongly Disagree	230 43.7%	130 45.6%	100 41.7%	1 26.9%
	DK/NA	15 2.9%	5 1.9%	10 4.1%	0 .0%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male (A)	Female (B)	Other (C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			
	Somewhat Agree	B		a
	Somewhat Disagree			.
	Strongly Disagree		A	a
	DK/NA		A	a
9B. The airport should remain the way it is and not change	Strongly Agree			a
	Somewhat Agree		A	a
	Somewhat Disagree			.
	Strongly Disagree			a
	DK/NA			.
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			a
	Somewhat Agree	B		.
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree			.
	Somewhat Agree			.
	Somewhat Disagree			.
	Strongly Disagree			a
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	77	101	110	162	70	7
	Strongly Agree	66	8	16	15	20	5	1
		12.4%	10.1%	16.1%	13.8%	12.5%	7.5%	12.4%
	Somewhat Agree	99	15	21	20	34	7	0
		18.7%	19.9%	20.7%	18.4%	21.2%	10.5%	5.6%
	Somewhat Disagree	163	40	25	32	41	25	1
	30.8%	51.4%	24.6%	28.7%	25.1%	35.3%	14.3%	
Strongly Disagree	123	8	22	25	42	23	4	
	23.4%	10.2%	21.7%	22.5%	25.8%	32.5%	62.0%	
DK/NA	77	7	17	18	25	10	0	
	14.7%	8.5%	16.9%	16.6%	15.5%	14.1%	5.6%	
9B. The airport should remain the way it is and not change	Total	527	77	101	110	162	70	7
	Strongly Agree	82	8	15	11	40	7	1
		15.6%	9.9%	15.3%	9.7%	24.9%	10.5%	8.7%
	Somewhat Agree	172	26	40	35	48	24	0
		32.6%	33.6%	39.3%	31.5%	29.4%	34.0%	.0%
	Somewhat Disagree	132	24	19	31	41	15	1
	25.1%	31.3%	19.1%	28.1%	25.5%	22.0%	16.9%	
Strongly Disagree	88	11	17	18	22	15	5	
	16.7%	14.0%	17.2%	16.7%	13.4%	21.5%	74.4%	
DK/NA	53	9	9	15	11	8	0	
	10.0%	11.2%	9.1%	14.0%	6.9%	12.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	77	101	110	162	70	7
	Strongly Agree	232	37	35	46	71	39	5
		44.1%	48.4%	34.7%	41.7%	43.5%	55.4%	71.0%
	Somewhat Agree	221	33	55	48	58	25	1
		41.9%	42.9%	54.3%	44.1%	35.8%	35.3%	20.0%
	Somewhat Disagree	33	0	7	7	15	3	0
	6.2%	.0%	7.4%	6.2%	9.4%	4.8%	.0%	
Strongly Disagree	10	0	1	2	5	1	0	
	1.8%	.0%	1.3%	2.0%	2.9%	1.8%	3.5%	
DK/NA	32	7	2	7	14	2	0	
	6.0%	8.7%	2.4%	6.1%	8.4%	2.7%	5.6%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	77	101	110	162	70	7
	Strongly Agree	51	5	3	7	21	12	4
		9.8%	6.6%	2.5%	6.0%	12.7%	17.7%	65.3%
	Somewhat Agree	109	14	34	18	27	15	1
		20.6%	18.7%	33.1%	16.2%	16.5%	21.4%	19.9%
	Somewhat Disagree	121	11	18	38	39	15	0
	23.0%	14.5%	17.6%	34.3%	24.1%	21.6%	5.6%	
Strongly Disagree	230	42	46	45	71	26	0	
	43.7%	54.1%	45.8%	40.7%	43.9%	37.4%	3.5%	
DK/NA	15	5	1	3	5	1	0	
	2.9%	6.2%	1.0%	2.8%	2.9%	1.8%	5.6%	

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree						
	Somewhat Agree	B	C				
	Somewhat Disagree						
	Strongly Disagree	D					
9B. The airport should remain the way it is and not change	DK/NA						
	Strongly Agree					A	A
	Somewhat Agree				C		
	Somewhat Disagree						
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA						A B C D E
	Strongly Agree						a
	Somewhat Agree	a	D				.
	Somewhat Disagree	a					
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA						
	Strongly Agree					B	A B C D
	Somewhat Agree		D				
	Somewhat Disagree			A			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	19	60	14	21	33	21	31
	Strongly Agree	66 12.4%	3 17.8%	5 7.7%	1 8.3%	2 9.2%	4 13.5%	3 14.0%	1 4.3%
	Somewhat Agree	99 18.7%	4 21.2%	11 18.0%	0 .0%	5 25.4%	4 10.8%	0 1.8%	4 13.7%
	Somewhat Disagree	163 30.8%	6 30.0%	13 21.5%	8 57.0%	4 20.2%	10 30.4%	8 38.0%	12 37.5%
	Strongly Disagree	123 23.4%	4 21.3%	16 25.9%	2 12.1%	4 21.1%	8 23.3%	7 34.8%	12 39.7%
	DK/NA	77 14.7%	2 9.5%	16 26.9%	3 22.5%	5 24.2%	7 22.0%	2 11.5%	1 4.7%
	Total	527	19	60	14	21	33	21	31
9B. The airport should remain the way it is and not change	Strongly Agree	82 15.6%	1 5.4%	7 11.3%	0 1.6%	3 15.4%	6 17.4%	7 34.0%	7 23.9%
	Somewhat Agree	172 32.6%	5 24.6%	15 25.3%	8 60.3%	8 37.2%	10 28.9%	1 3.0%	14 44.9%
	Somewhat Disagree	132 25.1%	4 20.6%	19 31.8%	3 19.4%	4 21.1%	9 26.5%	5 22.5%	6 19.0%
	Strongly Disagree	88 16.7%	6 32.3%	11 18.9%	1 8.3%	2 8.3%	4 13.0%	7 34.9%	2 5.7%
	DK/NA	53 10.0%	3 17.1%	8 12.7%	1 10.4%	4 18.0%	5 14.2%	1 5.6%	2 6.5%
	Total	527	19	60	14	21	33	21	31
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	232 44.1%	6 34.1%	28 46.1%	2 15.7%	10 48.3%	14 43.0%	15 69.4%	14 45.8%
	Somewhat Agree	221 41.9%	6 32.6%	22 36.4%	9 67.2%	6 26.3%	14 42.1%	4 20.2%	14 43.9%
	Somewhat Disagree	33 6.2%	3 17.6%	6 9.5%	1 10.3%	3 15.1%	2 7.3%	2 10.4%	1 4.4%
	Strongly Disagree	10 1.8%	2 10.6%	1 2.4%	1 6.8%	0 .0%	1 3.4%	0 .0%	1 3.6%
	DK/NA	32 6.0%	1 5.1%	3 5.5%	0 .0%	2 10.4%	1 4.0%	0 .0%	1 2.3%
	Total	527	19	60	14	21	33	21	31
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	51 9.8%	1 7.6%	6 9.8%	0 .0%	1 6.4%	5 16.5%	6 26.5%	0 .0%
	Somewhat Agree	109 20.6%	2 10.8%	6 9.9%	7 52.0%	5 22.4%	7 20.3%	8 37.3%	11 34.2%
	Somewhat Disagree	121 23.0%	3 13.3%	15 24.3%	3 18.7%	4 17.7%	4 12.1%	4 17.7%	4 14.4%
	Strongly Disagree	230 43.7%	13 68.3%	32 52.9%	3 23.6%	10 47.7%	17 50.0%	4 18.5%	15 49.0%
	DK/NA	15 2.9%	0 .0%	2 3.2%	1 5.7%	1 5.9%	0 1.1%	0 .0%	1 2.3%
	Total	527	19	60	14	21	33	21	31

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
9A. The airport should reduce the number of flights into and out of the Airport	Total	6	19	5	9	26	49	43	19
	Strongly Agree	1 17.3%	1 5.7%	1 31.2%	0 4.6%	3 10.7%	3 7.0%	15 33.6%	2 9.6%
	Somewhat Agree	1 21.5%	6 29.3%	0 4.4%	0 .0%	0 1.6%	13 27.5%	11 26.4%	1 4.8%
	Somewhat Disagree	3 46.3%	8 40.8%	1 20.6%	2 21.6%	13 50.2%	13 27.4%	9 21.5%	5 24.5%
	Strongly Disagree	1 14.9%	3 14.0%	1 28.2%	4 46.0%	7 25.4%	14 29.5%	3 6.0%	11 56.2%
	DK/NA	0 .0%	2 10.1%	1 15.5%	3 27.8%	3 12.2%	4 8.6%	5 12.5%	1 4.9%
	Total	6	19	5	9	26	49	43	19
9B. The airport should remain the way it is and not change	Strongly Agree	1 17.3%	3 15.8%	2 35.8%	1 13.6%	2 8.5%	5 9.4%	7 15.7%	1 7.8%
	Somewhat Agree	1 21.5%	6 30.5%	2 42.5%	1 13.1%	8 30.4%	20 41.2%	19 43.8%	2 12.0%
	Somewhat Disagree	3 49.5%	10 52.6%	0 8.6%	0 4.4%	8 31.5%	6 11.2%	7 16.8%	7 37.7%
	Strongly Disagree	1 11.7%	0 1.1%	0 8.7%	5 53.3%	4 15.1%	15 30.2%	5 12.2%	5 28.9%
	DK/NA	0 0.0%	0 .0%	0 4.4%	1 15.6%	4 14.5%	4 8.0%	5 11.5%	3 13.5%
	Total	6	19	5	9	26	49	43	19
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	4 67.8%	6 29.7%	3 57.5%	4 39.8%	7 25.3%	13 26.2%	19 44.8%	13 67.1%
	Somewhat Agree	1 17.3%	9 47.5%	1 20.0%	2 26.2%	14 52.7%	33 67.9%	16 38.0%	6 32.9%
	Somewhat Disagree	1 14.9%	1 7.0%	1 22.5%	0 .0%	1 4.4%	2 5.1%	3 6.7%	0 .0%
	Strongly Disagree	0 .0%	1 5.7%	0 .0%	1 9.9%	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	2 10.1%	0 .0%	2 24.1%	5 17.7%	0 .8%	5 10.5%	0 .0%
	Total	6	19	5	9	26	49	43	19
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	0 .0%	3 14.0%	2 35.8%	2 23.0%	2 9.0%	2 4.5%	2 5.5%	0 .0%
	Somewhat Agree	2 26.5%	2 9.6%	0 4.4%	0 .0%	3 12.4%	3 6.5%	5 12.5%	8 40.4%
	Somewhat Disagree	3 41.2%	8 42.7%	1 24.2%	2 17.1%	12 46.4%	14 28.2%	7 17.3%	5 27.5%
	Strongly Disagree	2 32.2%	5 23.6%	2 35.6%	6 59.9%	5 20.2%	30 60.8%	27 63.2%	6 32.1%
	DK/NA	0 .0%	2 10.1%	0 .0%	0 .0%	3 12.0%	0 .0%	1 1.4%	0 .0%
	Total	6	19	5	9	26	49	43	19

Comparisons of Column Proportions^{b,c}

		Date					
		June 12	June 13	June 14	June 15	June 16	June 17
		(Q)	(R)	(S)	(T)	(U)	(V)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a	V	a		
	Somewhat Agree					a	
	Somewhat Disagree						a
	Strongly Disagree		a	a	a		
9B. The airport should remain the way it is and not change	DK/NA		G M N O P V				
	Strongly Agree				M		
	Somewhat Agree		F				
	Somewhat Disagree					a	
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree		a				a
	DK/NA			V			a
	Strongly Agree						
	Somewhat Agree						
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	a	a	a	a	a	a
	Strongly Disagree	a	a	a	a	a	a
	DK/NA						
	Strongly Agree						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	66	1	3	0	0	2	2	0	2
		12.4%	12.7%	18.1%	3.2%	.0%	3.4%	4.7%	2.3%	11.0%
	Somewhat Agree	99	1	2	6	2	17	3	1	4
		18.7%	14.7%	9.5%	56.3%	13.0%	23.3%	5.9%	7.7%	31.4%
	Somewhat Disagree	163	1	2	4	0	23	20	14	8
	30.8%	13.3%	11.7%	32.7%	.0%	31.4%	38.2%	71.3%	54.7%	
9B. The airport should remain the way it is and not change	Strongly Disagree	123	5	3	0	10	12	15	1	0
		23.4%	48.2%	19.1%	1.0%	87.0%	16.5%	27.8%	3.9%	2.6%
	DK/NA	77	1	7	1	0	18	12	3	0
		14.7%	11.2%	41.6%	6.8%	.0%	25.4%	23.4%	14.9%	.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	82	0	1	1	5	20	12	0	2
		15.6%	.0%	6.6%	6.5%	43.1%	28.2%	22.4%	2.2%	14.7%
	Somewhat Agree	172	4	6	4	0	25	15	9	8
		32.6%	42.6%	32.2%	33.0%	.0%	34.2%	29.1%	47.8%	55.8%
	Somewhat Disagree	132	4	3	0	3	20	8	2	2
	25.1%	41.1%	18.7%	3.9%	30.0%	27.3%	15.8%	11.9%	16.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	88	2	3	6	3	2	9	4	1
		16.7%	16.3%	19.0%	56.6%	26.9%	3.0%	17.2%	22.0%	6.2%
	DK/NA	53	0	4	0	0	5	8	3	1
		10.0%	.0%	23.4%	.0%	.0%	7.3%	15.5%	16.1%	7.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	232	6	5	4	12	36	27	13	3
		44.1%	57.9%	27.3%	36.6%	100.0%	50.4%	51.5%	67.9%	18.0%
	Somewhat Agree	221	3	10	6	0	24	20	3	9
		41.9%	27.5%	54.4%	60.2%	.0%	34.0%	37.2%	16.8%	63.4%
	Somewhat Disagree	33	0	3	0	0	2	1	0	2
	6.2%	.0%	18.3%	.0%	.0%	3.0%	2.1%	.4%	13.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	10	0	0	0	0	0	2	0	1
		1.8%	.0%	.0%	.0%	.0%	.0%	3.6%	.0%	4.8%
	DK/NA	32	1	0	0	0	9	3	3	0
		6.0%	14.7%	.0%	3.2%	.0%	12.6%	5.6%	14.9%	.3%
	Total	527	10	18	11	12	72	53	19	14
	Strongly Agree	51	1	2	0	7	7	10	0	2
	9.8%	9.2%	10.4%	.0%	56.9%	10.1%	18.2%	1.6%	12.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Agree	109	5	0	0	3	21	8	4	6
		20.6%	54.2%	.0%	3.6%	30.0%	28.7%	15.7%	20.0%	44.8%
	Somewhat Disagree	121	2	3	4	0	17	9	2	3
		23.0%	15.3%	17.6%	33.0%	.0%	23.3%	17.9%	10.3%	22.0%
Strongly Disagree	230	2	13	7	2	25	21	10	3	
	43.7%	21.3%	72.0%	63.4%	13.0%	35.2%	39.7%	50.9%	20.8%	
DK/NA	15	0	0	0	0	2	5	3	0	
	2.9%	.0%	.0%	.0%	.0%	2.7%	8.5%	17.2%	.3%	

		Zip Code		
		96160	96161	96162
9A. The airport should reduce the number of flights into and out of the Airport	Total	11	301	7
	Strongly Agree	5 44.7%	49 16.3%	0 .0%
	Somewhat Agree	0 .1%	62 20.6%	0 .0%
	Somewhat Disagree	2 18.2%	82 27.4%	7 99.9%
	Strongly Disagree	4 37.0%	73 24.2%	0 .0%
	DK/NA	0 .0%	35 11.5%	0 .0%
	9B. The airport should remain the way it is and not change	Total	11	301	7
Strongly Agree		0 .0%	33 11.1%	7 99.9%
Somewhat Agree		5 44.7%	96 32.1%	0 .0%
Somewhat Disagree		0 .1%	88 29.3%	0 .0%
Strongly Disagree		4 37.1%	54 17.8%	0 .0%
DK/NA		2 18.2%	29 9.7%	0 .0%
9C. The airport should manage the growth of operations to be consistent with community needs		Total	11	301	7
	Strongly Agree	9 81.8%	111 36.9%	7 99.9%
	Somewhat Agree	2 18.2%	143 47.7%	0 .0%
	Somewhat Disagree	0 .0%	24 8.1%	0 .0%
	Strongly Disagree	0 .0%	7 2.3%	0 .0%
	DK/NA	0 .0%	15 5.0%	0 .0%
	9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	11	301	7
Strongly Agree		0 .0%	23 7.7%	0 .0%
Somewhat Agree		9 81.7%	44 14.8%	7 99.9%
Somewhat Disagree		0 .0%	82 27.2%	0 .0%
Strongly Disagree		0 .1%	148 49.2%	0 .1%
DK/NA		2 18.2%	3 1.2%	0 .0%

Comparisons of Column Proportions^{b,c}

		Zip Code							
		95728 (A)	96140 (B)	96141 (C)	96142 (D)	96143 (E)	96145 (F)	96146 (G)	96148 (H)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree				a				
	Somewhat Agree			F	a				
	Somewhat Disagree				B C E F G H			B J	
	Strongly Disagree				J K				
	DK/NA		J		a				
9B. The airport should remain the way it is and not change	Strongly Agree	a			J				
	Somewhat Agree								
	Somewhat Disagree								
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a		E a	a				
	Somewhat Agree				a				
	Somewhat Disagree	a		a	a				
	Strongly Disagree	a	a	a	a	a		a	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree				E G J				
	Somewhat Agree	J	a						
	Strongly Disagree	a	a	a	a		J	J	
DK/NA									

Comparisons of Column Proportions^{b,c}

		Zip Code		
		96160 (I)	96161 (J)	96162 (K)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	E F		
	Somewhat Agree			A B E I J
	Somewhat Disagree			a
	Strongly Disagree			B C E F G ...
9B. The airport should remain the way it is and not change	Strongly Agree	a		
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree	E		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			B H J
	Somewhat Agree			
	Somewhat Disagree			
	Strongly Disagree	a		a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree			
	Somewhat Agree	C E F G J		C E F G J
	Somewhat Disagree			
	Strongly Disagree			a
DK/NA	J			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
9A. The airport should reduce the number of flights into and out of the Airport	Total	319	2	26	24	7	70
	Strongly Agree	54	0	3	8	0	8
		16.9%	.0%	12.7%	33.5%	.0%	11.4%
	Somewhat Agree	62	0	11	2	3	11
		19.5%	.0%	42.4%	8.1%	36.9%	15.0%
	Somewhat Disagree	91	0	7	14	4	18
		28.7%	19.9%	26.7%	57.6%	63.1%	26.0%
Strongly Disagree	77	1	2	0	0	24	
	24.1%	34.9%	8.4%	.9%	.0%	34.3%	
DK/NA	35	1	3	0	0	9	
	10.8%	45.1%	9.8%	.0%	.0%	13.3%	
9B. The airport should remain the way it is and not change	Total	319	2	26	24	7	70
	Strongly Agree	40	0	7	7	1	6
		12.7%	.0%	25.3%	31.3%	13.3%	8.0%
	Somewhat Agree	101	1	9	8	2	21
		31.8%	34.9%	36.3%	33.0%	34.0%	29.9%
	Somewhat Disagree	88	1	6	8	4	13
		27.7%	54.8%	21.9%	35.7%	52.7%	18.0%
Strongly Disagree	58	0	1	0	0	23	
	18.1%	.0%	4.8%	.0%	.0%	32.5%	
DK/NA	31	0	3	0	0	8	
	9.8%	10.2%	11.7%	.0%	.0%	11.6%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	319	2	26	24	7	70
	Strongly Agree	127	0	11	14	4	32
		39.9%	.0%	43.5%	58.8%	52.7%	46.3%
	Somewhat Agree	145	1	12	7	2	31
		45.6%	65.0%	47.4%	30.2%	34.0%	44.2%
	Somewhat Disagree	24	1	1	3	1	4
		7.6%	34.9%	4.7%	10.9%	13.3%	5.3%
Strongly Disagree	7	0	1	0	0	1	
	2.2%	.0%	2.8%	.0%	.0%	1.8%	
DK/NA	15	0	0	0	0	2	
	4.7%	.0%	1.6%	.0%	.0%	2.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	319	2	26	24	7	70
	Strongly Agree	23	0	1	0	0	8
		7.3%	.0%	5.6%	.0%	.0%	11.0%
	Somewhat Agree	60	0	7	12	2	16
		18.9%	.0%	26.9%	50.7%	23.6%	23.3%
	Somewhat Disagree	82	1	7	7	1	20
		25.7%	34.9%	26.1%	28.9%	10.4%	28.8%
Strongly Disagree	148	1	9	5	5	25	
	46.5%	65.0%	33.1%	20.3%	66.0%	35.1%	
DK/NA	5	0	2	0	0	1	
	1.7%	.0%	8.4%	.0%	.0%	1.9%	

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
9A. The airport should reduce the number of flights into and out of the Airport	Total	7	7	6	2
	Strongly Agree	0	0	0	1
		.0%	.0%	6.4%	30.5%
	Somewhat Agree	2	0	0	0
		26.8%	.0%	6.4%	.0%
	Somewhat Disagree	3	0	3	2
		51.2%	5.6%	46.3%	69.5%
Strongly Disagree	0	7	3	0	
	.0%	94.4%	40.8%	.0%	
DK/NA	1	0	0	0	
	22.0%	.0%	.0%	.0%	
9B. The airport should remain the way it is and not change	Total	7	7	6	2
	Strongly Agree	0	0	2	1
		.0%	.0%	26.2%	30.5%
	Somewhat Agree	1	7	2	1
		15.7%	90.1%	35.9%	39.0%
	Somewhat Disagree	2	0	1	1
		37.0%	.0%	22.7%	30.5%
Strongly Disagree	1	1	1	0	
	11.1%	9.9%	8.8%	.0%	
DK/NA	2	0	0	0	
	36.2%	.0%	6.4%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	7	7	6	2
	Strongly Agree	1	1	2	0
		20.5%	9.9%	28.9%	.0%
	Somewhat Agree	3	7	2	1
		52.7%	90.1%	35.2%	61.0%
	Somewhat Disagree	0	0	2	1
		.0%	.0%	29.5%	39.0%
Strongly Disagree	1	0	0	0	
	11.1%	.0%	6.4%	.0%	
DK/NA	1	0	0	0	
	15.7%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	7	7	6	2
	Strongly Agree	0	0	0	0
		.0%	.0%	6.4%	.0%
	Somewhat Agree	0	0	3	1
		5.7%	.0%	47.8%	30.5%
	Somewhat Disagree	3	7	2	2
		45.6%	90.1%	26.4%	69.5%
Strongly Disagree	3	1	1	0	
	48.8%	9.9%	19.4%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

		Neighborhood					
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	13	42	24	58	26	5
	Strongly Agree	5	15	2	7	3	0
		40.5%	37.0%	10.2%	11.6%	13.0%	4.0%
	Somewhat Agree	5	12	1	14	3	0
		34.1%	28.4%	4.4%	23.6%	11.2%	.0%
	Somewhat Disagree	2	4	4	20	4	4
		18.3%	10.4%	18.9%	34.5%	16.6%	78.1%
Strongly Disagree	1	4	12	11	11	0	
	7.2%	10.7%	52.7%	19.3%	42.1%	4.0%	
DK/NA	0	6	3	6	4	1	
	.0%	13.5%	13.8%	10.9%	17.1%	13.8%	
9B. The airport should remain the way it is and not change	Total	13	42	24	58	26	5
	Strongly Agree	3	0	5	7	1	1
		21.3%	.5%	20.8%	13.0%	4.0%	21.9%
	Somewhat Agree	6	12	5	18	5	4
		41.7%	27.9%	19.3%	31.1%	20.7%	78.1%
	Somewhat Disagree	2	16	9	20	5	0
		16.8%	39.7%	37.4%	34.0%	18.9%	.0%
Strongly Disagree	2	5	5	9	12	0	
	13.0%	11.2%	20.7%	14.9%	45.0%	.0%	
DK/NA	1	9	0	4	3	0	
	7.2%	20.7%	1.8%	7.0%	11.3%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	13	42	24	58	26	5
	Strongly Agree	4	13	12	21	12	1
		27.1%	30.3%	51.0%	36.1%	45.8%	17.9%
	Somewhat Agree	5	19	9	28	11	4
		37.1%	46.9%	39.2%	49.1%	43.1%	82.1%
	Somewhat Disagree	3	4	0	4	2	0
		21.0%	8.6%	.9%	7.2%	5.9%	.0%
Strongly Disagree	0	1	1	1	1	0	
	.0%	1.6%	4.9%	1.6%	4.4%	.0%	
DK/NA	2	5	1	3	0	0	
	14.8%	12.6%	4.0%	6.1%	.8%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	13	42	24	58	26	5
	Strongly Agree	0	1	3	2	8	0
		.0%	2.8%	11.0%	3.0%	30.2%	4.0%
	Somewhat Agree	1	9	2	5	2	0
		7.2%	21.5%	8.0%	8.8%	8.6%	4.0%
	Somewhat Disagree	3	7	5	13	5	0
		25.5%	18.0%	22.0%	22.6%	17.3%	.0%
Strongly Disagree	9	23	13	38	11	5	
	67.3%	54.8%	56.0%	65.6%	43.9%	91.9%	
DK/NA	0	1	1	0	0	0	
	.0%	3.0%	3.1%	.0%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a			a		a
	Somewhat Agree						
	Somewhat Disagree			K	a		a
	Strongly Disagree			a	a		
	DK/NA						
9B. The airport should remain the way it is and not change	Strongly Agree	a		K			a
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree	a			a		
	DK/NA						
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree						
	Somewhat Agree						a
	Somewhat Disagree	a				a	
	Strongly Disagree	a				a	
	DK/NA			a		a	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a		M			a
	Somewhat Agree						
	Somewhat Disagree						
	Strongly Disagree						
	DK/NA	a		a		a	a

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights
		(G)	(H)	(I)	(J)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a			
	Somewhat Agree				a
	Somewhat Disagree				a
	Strongly Disagree	B C J K M			a
	DK/NA	a	a		
9B. The airport should remain the way it is and not change	Strongly Agree	a			
	Somewhat Agree				
	Somewhat Disagree				a
	Strongly Disagree				a
	DK/NA				a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree	a			a
	Strongly Disagree	a			a
	DK/NA		a		a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree	K M N			
	Strongly Disagree				a
	DK/NA	a	a		a

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
		(K)	(L)	(M)	(N)	(O)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree					a
	Somewhat Agree					.
	Somewhat Disagree					K
	Strongly Disagree					
9B. The airport should remain the way it is and not change	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	19	66	142	92
	Strongly Agree	66	1	5	22	19
	Somewhat Agree	99	1	22	25	21
	Somewhat Disagree	163	10	18	45	19
	Strongly Disagree	123	5	7	34	16
	DK/NA	77	3	13	17	17
		14.7%	12.9%	19.5%	11.9%	18.0%
9B. The airport should remain the way it is and not change	Total	527	19	66	142	92
	Strongly Agree	82	1	10	18	9
	Somewhat Agree	172	5	19	48	35
	Somewhat Disagree	132	9	15	31	26
	Strongly Disagree	88	4	9	27	12
	DK/NA	53	1	13	18	9
		10.0%	6.9%	20.0%	12.8%	10.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	19	66	142	92
	Strongly Agree	232	11	23	58	33
	Somewhat Agree	221	7	32	67	47
	Somewhat Disagree	33	2	5	10	4
	Strongly Disagree	10	0	0	2	3
	DK/NA	32	0	6	5	5
		6.0%	.0%	9.0%	3.4%	5.7%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	19	66	142	92
	Strongly Agree	51	0	3	19	8
	Somewhat Agree	109	1	11	35	12
	Somewhat Disagree	121	8	19	28	25
	Strongly Disagree	230	11	28	58	46
	DK/NA	15	0	6	2	1
		2.9%	.0%	8.6%	1.5%	1.3%

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	81	48	76	3
	Strongly Agree	7	6	6	0
	Somewhat Agree	11	6	13	0
	Somewhat Disagree	32	14	25	0
	Strongly Disagree	25	8	23	3
	DK/NA	6	14	9	0
			7.2%	28.2%	12.1%	.0%
9B. The airport should remain the way it is and not change	Total	81	48	76	3
	Strongly Agree	12	12	21	0
	Somewhat Agree	29	16	21	0
	Somewhat Disagree	21	12	19	0
	Strongly Disagree	15	8	10	3
	DK/NA	5	1	5	0
			6.3%	1.4%	6.5%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	81	48	76	3
	Strongly Agree	38	25	42	3
	Somewhat Agree	30	13	25	0
	Somewhat Disagree	7	1	4	0
	Strongly Disagree	2	0	2	0
	DK/NA	3	10	3	0
			3.5%	20.0%	4.5%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	81	48	76	3
	Strongly Agree	5	4	9	3
	Somewhat Agree	26	17	7	0
	Somewhat Disagree	17	7	17	0
	Strongly Disagree	30	20	38	0
	DK/NA	2	0	4	0
			2.5%	.0%	5.6%	.0%

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
9B. The airport should remain the way it is and not change	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree	a	a			
	Strongly Disagree	.	.			
	DK/NA	.	.			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA	a				D G

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			a
	Somewhat Agree			.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA			.
9B. The airport should remain the way it is and not change	Strongly Agree	E		.
	Somewhat Agree			a
	Somewhat Disagree			.
	Strongly Disagree			a
	DK/NA			.
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			.
	Somewhat Agree			a
	Somewhat Disagree			.
	Strongly Disagree			a
	DK/NA	C E		.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree			.
	Somewhat Agree	G		.
	Somewhat Disagree			a
	Strongly Disagree			.
	DK/NA	.		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	154	369	4
	Strongly Agree	66	23	43	0
	Somewhat Agree	99	26	70	3
	Somewhat Disagree	163	54	108	0
	Strongly Disagree	123	26	98	0
	DK/NA	77	26	50	1
		14.7%	17.0%	13.4%	32.4%
9B. The airport should remain the way it is and not change	Total	527	154	369	4
	Strongly Agree	82	28	53	1
	Somewhat Agree	172	64	108	0
	Somewhat Disagree	132	30	98	4
	Strongly Disagree	88	19	69	0
	DK/NA	53	13	40	0
		10.0%	8.2%	10.9%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	154	369	4
	Strongly Agree	232	66	165	1
	Somewhat Agree	221	66	152	3
	Somewhat Disagree	33	7	25	1
	Strongly Disagree	10	1	9	0
	DK/NA	32	13	18	0
		6.0%	8.7%	5.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	154	369	4
	Strongly Agree	51	9	43	0
	Somewhat Agree	109	54	52	3
	Somewhat Disagree	121	23	98	0
	Strongly Disagree	230	61	168	2
	DK/NA	15	7	8	0
		2.9%	4.7%	2.2%	.0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent (A)	Own (B)	Not sure/DK/NA (C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			a
	Somewhat Agree			A
	Somewhat Disagree		A	a
	Strongly Disagree			.
	DK/NA			.
9B. The airport should remain the way it is and not change	Strongly Agree	B		
	Somewhat Agree			A B
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			.
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			
	Somewhat Agree			
	Somewhat Disagree			a
	Strongly Disagree			a
	DK/NA			a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	B	A	.
	Somewhat Agree			.
	Somewhat Disagree	B	A	.
	Strongly Disagree			a
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
9A. The airport should reduce the number of flights into and out of the Airport	Total	369	365	3
	Strongly Agree	43 11.7%	43 11.8%	0 .0%
	Somewhat Agree	70 19.0%	69 19.0%	1 22.8%
	Somewhat Disagree	108 29.4%	107 29.3%	1 44.8%
	Strongly Disagree	98 26.5%	97 26.4%	1 32.4%
	DK/NA	50 13.4%	50 13.6%	0 .0%
9B. The airport should remain the way it is and not change	Total	369	365	3
	Strongly Agree	53 14.4%	53 14.5%	0 .0%
	Somewhat Agree	108 29.2%	107 29.4%	0 13.0%
	Somewhat Disagree	98 26.6%	95 26.1%	3 87.0%
	Strongly Disagree	69 18.8%	69 19.0%	0 .0%
	DK/NA	40 10.9%	40 11.0%	0 .0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	369	365	3
	Strongly Agree	165 44.8%	165 45.1%	0 7.1%
	Somewhat Agree	152 41.2%	151 41.4%	1 19.4%
	Somewhat Disagree	25 6.7%	23 6.2%	2 60.5%
	Strongly Disagree	9 2.4%	8 2.3%	0 13.0%
	DK/NA	18 5.0%	18 5.0%	0 .0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	369	365	3
	Strongly Agree	43 11.6%	43 11.7%	0 .0%
	Somewhat Agree	52 14.1%	51 13.9%	1 32.4%
	Somewhat Disagree	98 26.6%	97 26.5%	1 44.8%
	Strongly Disagree	168 45.6%	167 45.8%	1 22.8%
	DK/NA	8 2.2%	8 2.2%	0 .0%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home (A)	Second home (B)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a
	Somewhat Agree		.
	Somewhat Disagree		.
	Strongly Disagree		a
9B. The airport should remain the way it is and not change	DK/NA		.
	Strongly Agree		.
	Somewhat Agree		A
	Somewhat Disagree		a
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA		.
	Strongly Agree		.
	Somewhat Agree		A
	Somewhat Disagree		.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA		.
	Strongly Agree		.
	Somewhat Agree		.
	Somewhat Disagree		a
	DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	2	2	8	397
	Strongly Agree	66 12.4%	0 .0%	1 40.1%	2 30.3%	55 13.9%
	Somewhat Agree	99 18.7%	2 100.0%	1 59.9%	0 .0%	77 19.4%
	Somewhat Disagree	163 30.8%	0 .0%	0 .0%	2 26.7%	119 30.0%
	Strongly Disagree	123 23.4%	0 .0%	0 .0%	1 8.7%	82 20.6%
	DK/NA	77 14.7%	0 .0%	0 .0%	3 34.3%	64 16.1%
9B. The airport should remain the way it is and not change	Total	527	2	2	8	397
	Strongly Agree	82 15.6%	2 100.0%	0 .0%	1 11.7%	52 13.1%
	Somewhat Agree	172 32.6%	0 .0%	0 .0%	2 30.3%	125 31.5%
	Somewhat Disagree	132 25.1%	0 .0%	1 40.1%	4 49.3%	115 29.0%
	Strongly Disagree	88 16.7%	0 .0%	0 .0%	1 8.7%	61 15.5%
	DK/NA	53 10.0%	0 .0%	1 59.9%	0 .0%	43 10.9%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	2	2	8	397
	Strongly Agree	232 44.1%	2 100.0%	0 .0%	4 52.1%	167 42.1%
	Somewhat Agree	221 41.9%	0 .0%	1 59.9%	2 24.2%	174 43.7%
	Somewhat Disagree	33 6.2%	0 .0%	1 40.1%	2 23.7%	27 6.9%
	Strongly Disagree	10 1.8%	0 .0%	0 .0%	0 .0%	8 2.1%
	DK/NA	32 6.0%	0 .0%	0 .0%	0 .0%	20 5.1%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	2	2	8	397
	Strongly Agree	51 9.8%	0 .0%	0 .0%	0 .0%	38 9.6%
	Somewhat Agree	109 20.6%	0 .0%	0 .0%	4 50.7%	60 15.1%
	Somewhat Disagree	121 23.0%	0 .0%	1 59.9%	2 28.1%	99 24.9%
	Strongly Disagree	230 43.7%	2 100.0%	1 40.1%	2 21.2%	190 48.0%
	DK/NA	15 2.9%	0 .0%	0 .0%	0 .0%	10 2.4%

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	96	1	1	7	14
	Strongly Agree	5 5.0%	0 .0%	0 23.8%	0 .0%	2 16.4%
	Somewhat Agree	12 12.6%	0 .0%	0 .2%	4 53.6%	3 22.4%
	Somewhat Disagree	37 38.4%	0 .0%	1 52.3%	1 10.4%	3 21.5%
	Strongly Disagree	35 36.6%	1 100.0%	0 23.7%	3 35.3%	2 14.1%
	DK/NA	7 7.4%	0 .0%	0 .0%	0 .7%	4 25.6%
9B. The airport should remain the way it is and not change	Total	96	1	1	7	14
	Strongly Agree	26 27.5%	1 100.0%	0 28.7%	0 .0%	0 1.9%
	Somewhat Agree	42 43.2%	0 .0%	0 .1%	2 27.0%	1 6.6%
	Somewhat Disagree	6 6.6%	0 .0%	0 23.7%	2 25.1%	4 29.6%
	Strongly Disagree	22 22.7%	0 .0%	1 47.5%	2 25.7%	2 13.5%
	DK/NA	0 .0%	0 .0%	0 .0%	2 22.2%	7 48.4%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	96	1	1	7	14
	Strongly Agree	52 53.9%	0 .0%	1 52.5%	2 32.6%	5 33.6%
	Somewhat Agree	37 38.7%	1 100.0%	0 23.8%	3 43.2%	3 21.5%
	Somewhat Disagree	0 .0%	0 .0%	0 .0%	1 10.4%	2 14.9%
	Strongly Disagree	0 .0%	0 .0%	0 23.7%	0 .0%	1 7.1%
	DK/NA	7 7.4%	0 .0%	0 .0%	1 13.8%	3 22.9%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	96	1	1	7	14
	Strongly Agree	11 11.8%	0 .0%	0 .0%	1 15.3%	1 6.1%
	Somewhat Agree	42 43.3%	0 .0%	0 .0%	1 13.2%	2 15.7%
	Somewhat Disagree	19 19.6%	0 .0%	0 .0%	1 6.9%	0 .0%
	Strongly Disagree	24 25.3%	1 100.0%	1 100.0%	5 64.0%	5 38.8%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .7%	6 39.4%

Comparisons of Column Proportions^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b	a	E		
	Somewhat Agree	a,b	a	.b		
	Somewhat Disagree	a,b	a,b			
	Strongly Disagree	a,b	a,b			D
	DK/NA	a,b	a,b			
9B. The airport should remain the way it is and not change	Strongly Agree	a,b	a			D
	Somewhat Agree	a,b	a,b			
	Somewhat Disagree	a,b	a	E	E	
	Strongly Disagree	a,b	a,b	E	E	
	DK/NA	a,b	a	.b		.b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a			
	Somewhat Disagree	a,b	a			.b
	Strongly Disagree	a,b	a,b	.b		.b
	DK/NA	a,b	a,b	.b		.b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,b	a			
	Somewhat Agree	a,b	a,b			D
	Somewhat Disagree	a,b	a			
	Strongly Disagree	a,b	a		E	
	DK/NA	a,b	a,b	.b		.b

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b	a	.b	
	Somewhat Agree	a,b	a	E	
	Somewhat Disagree	a,b	a		
	Strongly Disagree	a,b	a		
	DK/NA	a,b	a,b	.b	
9B. The airport should remain the way it is and not change	Strongly Agree	a,b	a		
	Somewhat Agree	a,b	a		
	Somewhat Disagree	a,b	a		
	Strongly Disagree	a,b	a		
	DK/NA	a,b	a,b		D
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,b	a		
	Somewhat Agree	a,b	a		
	Somewhat Disagree	a,b	a,b		
	Strongly Disagree	a,b	a	.b	
	DK/NA	a,b	a,b		D
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,b	a,b		
	Somewhat Agree	a,b	a,b		
	Somewhat Disagree	a,b	a,b		
	Strongly Disagree	a,b	a,b		
	DK/NA	a,b	a,b		D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
9A. The airport should reduce the number of flights into and out of the Airport	Total	287	279	9
	Strongly Agree	50	49	1
		17.5%	17.8%	8.1%
	Somewhat Agree	59	57	2
		20.6%	20.6%	19.6%
	Somewhat Disagree	83	78	5
		28.9%	28.0%	56.1%
Strongly Disagree	66	66	0	
	22.9%	23.6%	.0%	
DK/NA	29	28	1	
	10.2%	10.0%	16.1%	
9B. The airport should remain the way it is and not change	Total	287	279	9
	Strongly Agree	38	38	1
		13.3%	13.5%	8.1%
	Somewhat Agree	92	90	2
		31.9%	32.2%	21.9%
	Somewhat Disagree	83	80	3
		29.0%	28.8%	35.3%
Strongly Disagree	46	45	1	
	16.0%	16.2%	8.1%	
DK/NA	28	26	2	
	9.8%	9.3%	26.5%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	287	279	9
	Strongly Agree	114	113	1
		39.7%	40.5%	15.0%
	Somewhat Agree	130	125	5
		45.2%	44.9%	54.9%
	Somewhat Disagree	23	22	1
		7.9%	7.8%	10.4%
Strongly Disagree	6	5	1	
	2.1%	1.9%	8.1%	
DK/NA	15	14	1	
	5.1%	4.9%	11.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	287	279	9
	Strongly Agree	15	15	0
		5.2%	5.4%	.0%
	Somewhat Agree	58	57	1
		20.1%	20.4%	12.3%
	Somewhat Disagree	77	73	5
		26.9%	26.1%	51.9%
Strongly Disagree	132	129	3	
	45.9%	46.2%	35.8%	
DK/NA	5	5	0	
	1.9%	1.9%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
9B. The airport should remain the way it is and not change	DK/NA		
	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree		
	DK/NA		
	Strongly Agree		
	Somewhat Agree		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree		a
	Strongly Disagree		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
9A. The airport should reduce the number of flights into and out of the Airport	Total	287	2	26	24	7	70
	Strongly Agree	50	0	3	8	0	8
		17.5%	.0%	12.7%	33.5%	.0%	11.4%
	Somewhat Agree	59	0	11	2	3	11
		20.6%	.0%	42.4%	8.1%	36.9%	15.0%
	Somewhat Disagree	83	0	7	14	4	18
		28.9%	19.9%	26.7%	57.6%	63.1%	26.0%
Strongly Disagree	66	1	2	0	0	24	
	22.9%	34.9%	8.4%	.9%	.0%	34.3%	
DK/NA	29	1	3	0	0	9	
	10.2%	45.1%	9.8%	.0%	.0%	13.3%	
9B. The airport should remain the way it is and not change	Total	287	2	26	24	7	70
	Strongly Agree	38	0	7	7	1	6
		13.3%	.0%	25.3%	31.3%	13.3%	8.0%
	Somewhat Agree	92	1	9	8	2	21
		31.9%	34.9%	36.3%	33.0%	34.0%	29.9%
	Somewhat Disagree	83	1	6	8	4	13
		29.0%	54.8%	21.9%	35.7%	52.7%	18.0%
Strongly Disagree	46	0	1	0	0	23	
	16.0%	.0%	4.8%	.0%	.0%	32.5%	
DK/NA	28	0	3	0	0	8	
	9.8%	10.2%	11.7%	.0%	.0%	11.6%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	287	2	26	24	7	70
	Strongly Agree	114	0	11	14	4	32
		39.7%	.0%	43.5%	58.8%	52.7%	46.3%
	Somewhat Agree	130	1	12	7	2	31
		45.2%	65.0%	47.4%	30.2%	34.0%	44.2%
	Somewhat Disagree	23	1	1	3	1	4
		7.9%	34.9%	4.7%	10.9%	13.3%	5.3%
Strongly Disagree	6	0	1	0	0	1	
	2.1%	.0%	2.8%	.0%	.0%	1.8%	
DK/NA	15	0	0	0	0	2	
	5.1%	.0%	1.6%	.0%	.0%	2.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	287	2	26	24	7	70
	Strongly Agree	15	0	1	0	0	8
		5.2%	.0%	5.6%	.0%	.0%	11.0%
	Somewhat Agree	58	0	7	12	2	16
		20.1%	.0%	26.9%	50.7%	23.6%	23.3%
	Somewhat Disagree	77	1	7	7	1	20
		26.9%	34.9%	26.1%	28.9%	10.4%	28.8%
Strongly Disagree	132	1	9	5	5	25	
	45.9%	65.0%	33.1%	20.3%	66.0%	35.1%	
DK/NA	5	0	2	0	0	1	
	1.9%	.0%	8.4%	.0%	.0%	1.9%	

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
9A. The airport should reduce the number of flights into and out of the Airport	Total	7	6	13	42	24
	Strongly Agree	0	0	5	15	2
	Somewhat Agree	.0%	6.4%	40.5%	37.0%	10.2%
	Somewhat Disagree	0	0	5	12	1
		.0%	6.4%	34.1%	28.4%	4.4%
	Strongly Disagree	0	3	2	4	4
		5.6%	46.3%	18.3%	10.4%	18.9%
DK/NA	7	3	1	4	12	
	94.4%	40.8%	7.2%	10.7%	52.7%	
DK/NA	0	0	0	6	3	
	.0%	.0%	.0%	13.5%	13.8%	
9B. The airport should remain the way it is and not change	Total	7	6	13	42	24
	Strongly Agree	0	2	3	0	5
		.0%	26.2%	21.3%	.5%	20.8%
	Somewhat Agree	7	2	6	12	5
		90.1%	35.9%	41.7%	27.9%	19.3%
	Somewhat Disagree	0	1	2	16	9
		.0%	22.7%	16.8%	39.7%	37.4%
Strongly Disagree	1	1	2	5	5	
	9.9%	8.8%	13.0%	11.2%	20.7%	
DK/NA	0	0	1	9	0	
	.0%	6.4%	7.2%	20.7%	1.8%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	7	6	13	42	24
	Strongly Agree	1	2	4	13	12
		9.9%	28.9%	27.1%	30.3%	51.0%
	Somewhat Agree	7	2	5	19	9
		90.1%	35.2%	37.1%	46.9%	39.2%
	Somewhat Disagree	0	2	3	4	0
		.0%	29.5%	21.0%	8.6%	.9%
Strongly Disagree	0	0	0	1	1	
	.0%	6.4%	.0%	1.6%	4.9%	
DK/NA	0	0	2	5	1	
	.0%	.0%	14.8%	12.6%	4.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	7	6	13	42	24
	Strongly Agree	0	0	0	1	3
		.0%	6.4%	.0%	2.8%	11.0%
	Somewhat Agree	0	3	1	9	2
		.0%	47.8%	7.2%	21.5%	8.0%
	Somewhat Disagree	7	2	3	7	5
		90.1%	26.4%	25.5%	18.0%	22.0%
Strongly Disagree	1	1	9	23	13	
	9.9%	19.4%	67.3%	54.8%	56.0%	
DK/NA	0	0	0	1	1	
	.0%	.0%	.0%	3.0%	3.1%	

		Vicinity of Airport	
		Tahoe Donner	Not in Area
9A. The airport should reduce the number of flights into and out of the Airport	Total	58	9
	Strongly Agree	7	1
		11.6%	8.1%
	Somewhat Agree	14	2
		23.6%	19.6%
	Somewhat Disagree	20	5
		34.5%	56.1%
Strongly Disagree	11	0	
	19.3%	.0%	
DK/NA	6	1	
	10.9%	16.1%	
9B. The airport should remain the way it is and not change	Total	58	9
	Strongly Agree	7	1
		13.0%	8.1%
	Somewhat Agree	18	2
		31.1%	21.9%
	Somewhat Disagree	20	3
		34.0%	35.3%
Strongly Disagree	9	1	
	14.9%	8.1%	
DK/NA	4	2	
	7.0%	26.5%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	58	9
	Strongly Agree	21	1
		36.1%	15.0%
	Somewhat Agree	28	5
		49.1%	54.9%
	Somewhat Disagree	4	1
		7.2%	10.4%
Strongly Disagree	1	1	
	1.6%	8.1%	
DK/NA	3	1	
	6.1%	11.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	58	9
	Strongly Agree	2	0
		3.0%	.0%
	Somewhat Agree	5	1
		8.8%	12.3%
	Somewhat Disagree	13	5
		22.6%	51.9%
Strongly Disagree	38	3	
	65.6%	35.8%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a			a		a
	Somewhat Agree						
	Somewhat Disagree			I			
	Strongly Disagree				a		B C H I K
	DK/NA			a	a		
9B. The airport should remain the way it is and not change	Strongly Agree	a	I	I			a
	Somewhat Agree						J
	Somewhat Disagree						a
	Strongly Disagree	a			a		
	DK/NA				a		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree						a
	Somewhat Agree						
	Somewhat Disagree	a			a		a
	Strongly Disagree	a		a	a		a
	DK/NA			a	a		a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a					
	Somewhat Agree			K			
	Somewhat Disagree						I K
	Strongly Disagree						
	DK/NA	a		a	a		a

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport				
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(G)	(H)	(I)	(J)	(K)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			E		
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree				B C I	
	DK/NA	a	a			
9B. The airport should remain the way it is and not change	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					
	DK/NA					
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree		a			
	Strongly Disagree					
	DK/NA	a				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree					
	Somewhat Agree					
	Somewhat Disagree					
	Strongly Disagree					C E
	DK/NA	a	a			a

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport	
		Not in Area	
		(L)	
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree	a	
	DK/NA		
9B. The airport should remain the way it is and not change	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
	DK/NA		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
	DK/NA		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a	
	Somewhat Agree		
	Somewhat Disagree		
	Strongly Disagree		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	18	276	133	100
	Strongly Agree	66	0	17	40	8
		12.4%	.0%	6.1%	30.4%	8.2%
	Somewhat Agree	99	10	34	42	12
		18.7%	57.3%	12.3%	31.5%	12.3%
	Somewhat Disagree	163	2	109	26	26
		30.8%	9.6%	39.4%	19.6%	26.0%
Strongly Disagree	123	6	85	17	15	
	23.4%	33.1%	31.0%	12.4%	15.1%	
DK/NA	77	0	31	8	38	
	14.7%	.0%	11.2%	6.1%	38.5%	
9B. The airport should remain the way it is and not change	Total	527	18	276	133	100
	Strongly Agree	82	7	44	16	14
		15.6%	40.3%	15.9%	12.3%	14.5%
	Somewhat Agree	172	4	103	33	31
		32.6%	24.7%	37.2%	25.1%	31.3%
	Somewhat Disagree	132	6	63	39	24
		25.1%	33.4%	22.7%	29.3%	24.4%
Strongly Disagree	88	0	53	30	4	
	16.7%	1.6%	19.4%	22.6%	4.4%	
DK/NA	53	0	13	14	25	
	10.0%	.0%	4.8%	10.7%	25.4%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	18	276	133	100
	Strongly Agree	232	8	138	47	39
		44.1%	45.7%	50.1%	35.2%	38.9%
	Somewhat Agree	221	9	108	58	45
		41.9%	51.6%	39.2%	43.7%	45.1%
	Somewhat Disagree	33	0	13	13	7
		6.2%	.5%	4.6%	9.4%	7.4%
Strongly Disagree	10	0	4	6	0	
	1.8%	.0%	1.4%	4.3%	.0%	
DK/NA	32	0	13	10	9	
	6.0%	2.3%	4.7%	7.5%	8.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	18	276	133	100
	Strongly Agree	51	2	38	3	8
		9.8%	12.3%	13.8%	2.1%	8.5%
	Somewhat Agree	109	8	76	16	9
		20.6%	44.1%	27.5%	11.8%	9.2%
	Somewhat Disagree	121	3	71	20	27
	23.0%	15.4%	25.7%	15.4%	27.1%	
Strongly Disagree	230	5	87	93	45	
	43.7%	28.3%	31.7%	70.0%	44.8%	
DK/NA	15	0	4	1	10	
	2.9%	.0%	1.4%	.8%	10.4%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	. ^a		B D	
	Somewhat Agree	B D		B D	
	Somewhat Disagree		C		
	Strongly Disagree		C D		
9B. The airport should remain the way it is and not change	DK/NA	. ^a			B C
	Strongly Agree	B C			
	Somewhat Agree				
	Somewhat Disagree		D	D	
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA	. ^a			B C
	Strongly Agree		C		
	Somewhat Agree				
	Somewhat Disagree	. ^a			. ^a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA	. ^a			B C
	Strongly Agree		C		
	Somewhat Agree	C D	C D		
	Somewhat Disagree			A B D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	66	99	163	123
	Strongly Agree	66	66	0	0	0
		12.4%	100.0%	.0%	.0%	.0%
	Somewhat Agree	99	0	99	0	0
		18.7%	.0%	100.0%	.0%	.0%
	Somewhat Disagree	163	0	0	163	0
		30.8%	.0%	.0%	100.0%	.0%
Strongly Disagree	123	0	0	0	123	
	23.4%	.0%	.0%	.0%	100.0%	
DK/NA	77	0	0	0	0	
	14.7%	.0%	.0%	.0%	.0%	
9B. The airport should remain the way it is and not change	Total	527	66	99	163	123
	Strongly Agree	82	8	19	21	30
		15.6%	12.6%	18.9%	13.1%	24.4%
	Somewhat Agree	172	24	27	70	21
		32.6%	37.1%	27.1%	43.3%	17.3%
	Somewhat Disagree	132	10	36	48	21
		25.1%	14.6%	36.7%	29.6%	17.0%
Strongly Disagree	88	17	8	14	47	
	16.7%	25.5%	8.5%	8.9%	38.5%	
DK/NA	53	7	9	8	4	
	10.0%	10.1%	8.9%	5.1%	2.9%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	66	99	163	123
	Strongly Agree	232	31	31	63	84
		44.1%	46.9%	31.7%	38.6%	68.4%
	Somewhat Agree	221	18	54	91	27
		41.9%	27.3%	54.9%	55.7%	21.9%
	Somewhat Disagree	33	7	9	6	5
		6.2%	10.5%	9.4%	3.9%	4.2%
Strongly Disagree	10	4	1	1	4	
	1.8%	6.3%	.7%	.7%	3.0%	
DK/NA	32	6	3	2	3	
	6.0%	9.0%	3.2%	1.1%	2.5%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	66	99	163	123
	Strongly Agree	51	2	2	9	37
		9.8%	3.6%	2.2%	5.8%	30.5%
	Somewhat Agree	109	10	19	46	25
		20.6%	14.7%	19.5%	28.2%	20.1%
	Somewhat Disagree	121	4	18	52	24
		23.0%	6.8%	18.0%	32.1%	19.1%
Strongly Disagree	230	49	59	51	37	
	43.7%	74.9%	60.2%	31.3%	30.3%	
DK/NA	15	0	0	4	0	
	2.9%	.0%	.0%	2.6%	.0%	

		Reduce Number of Flights
		Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	77
	Strongly Agree	0
		.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	0	
	.0%	
DK/NA	77	
	100.0%	
9B. The airport should remain the way it is and not change	Total	77
	Strongly Agree	4
		4.9%
	Somewhat Agree	29
		37.8%
	Somewhat Disagree	17
		22.5%
Strongly Disagree	1	
	1.8%	
DK/NA	25	
	33.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	77
	Strongly Agree	23
		30.2%
	Somewhat Agree	31
		40.1%
	Somewhat Disagree	5
		6.6%
Strongly Disagree	0	
	.0%	
DK/NA	18	
	23.1%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	77
	Strongly Agree	0
		.0%
	Somewhat Agree	9
		12.1%
	Somewhat Disagree	23
		30.1%
Strongly Disagree	34	
	43.7%	
DK/NA	11	
	14.1%	

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	.	.	.	.
9B. The airport should remain the way it is and not change	Strongly Agree				E
	Somewhat Agree	D		D	
	Somewhat Disagree		AD		
	Strongly Disagree	BCE			BCE
	DK/NA				ABCE
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			AD	
	Somewhat Agree		AD	AD	
	Somewhat Disagree				ABCE
	Strongly Disagree				
	DK/NA	C			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree				ABC
	Somewhat Agree				
	Somewhat Disagree			A	
	Strongly Disagree	CDE	CD		
	DK/NA	a			.

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a
	Somewhat Agree	a
	Somewhat Disagree	a
	Strongly Disagree	a
	DK/NA	.
9B. The airport should remain the way it is and not change	Strongly Agree	
	Somewhat Agree	D
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	ABCD
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	a
	Strongly Disagree	
	DK/NA	BCD
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a
	Somewhat Agree	
	Somewhat Disagree	A
	Strongly Disagree	
	DK/NA	BC

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	82	172	132	88
	Strongly Agree	66	8	24	10	17
		12.4%	10.1%	14.2%	7.2%	19.0%
	Somewhat Agree	99	19	27	36	8
		18.7%	22.7%	15.5%	27.4%	9.5%
	Somewhat Disagree	163	21	70	48	14
		30.8%	26.0%	41.0%	36.4%	16.3%
	Strongly Disagree	123	30	21	21	47
		23.4%	36.6%	12.4%	15.8%	53.7%
	DK/NA	77	4	29	17	1
	14.7%	4.7%	17.0%	13.2%	1.6%	
9B. The airport should remain the way it is and not change	Total	527	82	172	132	88
	Strongly Agree	82	82	0	0	0
		15.6%	100.0%	.0%	.0%	.0%
	Somewhat Agree	172	0	172	0	0
		32.6%	.0%	100.0%	.0%	.0%
	Somewhat Disagree	132	0	0	132	0
		25.1%	.0%	.0%	100.0%	.0%
	Strongly Disagree	88	0	0	0	88
		16.7%	.0%	.0%	.0%	100.0%
	DK/NA	53	0	0	0	0
	10.0%	.0%	.0%	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	82	172	132	88
	Strongly Agree	232	62	46	51	56
		44.1%	75.4%	26.8%	38.3%	63.8%
	Somewhat Agree	221	13	98	68	21
		41.9%	16.0%	57.0%	51.6%	23.4%
	Somewhat Disagree	33	3	9	8	6
		6.2%	4.2%	5.0%	5.7%	7.0%
	Strongly Disagree	10	2	2	2	5
		1.8%	2.0%	.9%	1.2%	5.6%
	DK/NA	32	2	18	4	0
	6.0%	2.4%	10.3%	3.2%	.2%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	82	172	132	88
	Strongly Agree	51	15	4	10	21
		9.8%	17.7%	2.3%	7.7%	24.1%
	Somewhat Agree	109	22	53	23	8
		20.6%	26.6%	30.7%	17.5%	8.6%
	Somewhat Disagree	121	6	40	42	19
		23.0%	7.4%	23.4%	31.7%	21.3%
	Strongly Disagree	230	39	74	54	40
		43.7%	47.9%	43.0%	40.6%	45.6%
	DK/NA	15	0	1	3	0
	2.9%	.3%	.7%	2.5%	.3%	

		Remain the Way it Is
		Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	53
	Strongly Agree	7 12.6%
	Somewhat Agree	9 16.6%
	Somewhat Disagree	8 15.8%
	Strongly Disagree	4 6.8%
	DK/NA	25 48.3%
	Total	53
9B. The airport should remain the way it is and not change	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	53 100.0%
	Total	53
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	17 32.9%
	Somewhat Agree	21 39.5%
	Somewhat Disagree	7 13.1%
	Strongly Disagree	0 .0%
	DK/NA	8 14.4%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	53
	Strongly Agree	2 2.9%
	Somewhat Agree	4 6.7%
	Somewhat Disagree	14 27.0%
	Strongly Disagree	23 44.1%
	DK/NA	10 19.4%

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			D	
	Somewhat Agree		DE	D	
	Somewhat Disagree	BCE		D	BCE
	Strongly Disagree			D	
	DK/NA	a	a	a	a
9B. The airport should remain the way it is and not change	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA	a	a	a	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	BCE			BCE
	Somewhat Agree		AD	AD	
	Somewhat Disagree				
	Strongly Disagree				
	DK/NA		D		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	B			BCE
	Somewhat Agree	DE	DE		
	Somewhat Disagree		A	A	
	Strongly Disagree				
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	ABCD
9B. The airport should remain the way it is and not change	Strongly Agree	a
	Somewhat Agree	a
	Somewhat Disagree	a
	Strongly Disagree	a
	DK/NA	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	
	Somewhat Agree	A
	Somewhat Disagree	
	Strongly Disagree	a
	DK/NA	D
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	A
	Strongly Disagree	
	DK/NA	ABCD

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	232	221	33	10
	Strongly Agree	66	31	18	7	4
		12.4%	13.2%	8.1%	21.1%	42.6%
	Somewhat Agree	99	31	54	9	1
		18.7%	13.5%	24.6%	28.1%	7.6%
	Somewhat Disagree	163	63	91	6	1
		30.8%	27.0%	41.1%	19.6%	11.6%
Strongly Disagree	123	84	27	5	4	
	23.4%	36.2%	12.2%	15.7%	38.2%	
DK/NA	77	23	31	5	0	
	14.7%	10.1%	14.0%	15.5%	.0%	
9B. The airport should remain the way it is and not change	Total	527	232	221	33	10
	Strongly Agree	82	62	13	3	2
		15.6%	26.6%	5.9%	10.6%	16.7%
	Somewhat Agree	172	46	98	9	2
		32.6%	19.9%	44.4%	26.4%	16.2%
	Somewhat Disagree	132	51	68	8	2
		25.1%	21.8%	30.9%	22.9%	16.0%
Strongly Disagree	88	56	21	6	5	
	16.7%	24.2%	9.3%	18.9%	51.2%	
DK/NA	53	17	21	7	0	
	10.0%	7.5%	9.5%	21.2%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	232	221	33	10
	Strongly Agree	232	232	0	0	0
		44.1%	100.0%	.0%	.0%	.0%
	Somewhat Agree	221	0	221	0	0
		41.9%	.0%	100.0%	.0%	.0%
	Somewhat Disagree	33	0	0	33	0
		6.2%	.0%	.0%	100.0%	.0%
Strongly Disagree	10	0	0	0	10	
	1.8%	.0%	.0%	.0%	100.0%	
DK/NA	32	0	0	0	0	
	6.0%	.0%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	232	221	33	10
	Strongly Agree	51	40	7	4	1
		9.8%	17.1%	3.1%	11.0%	12.4%
	Somewhat Agree	109	49	47	1	2
		20.6%	21.3%	21.1%	4.0%	16.0%
	Somewhat Disagree	121	45	67	8	1
		23.0%	19.2%	30.5%	23.2%	7.0%
Strongly Disagree	230	96	96	20	6	
	43.7%	41.2%	43.5%	61.8%	64.6%	
DK/NA	15	3	4	0	0	
	2.9%	1.3%	1.8%	.0%	.0%	

	Manage the Growth of Operations	
	Not sure/DK/NA	
9A. The airport should reduce the number of flights into and out of the Airport	Total	32
	Strongly Agree	6
		18.5%
	Somewhat Agree	3
		10.0%
	Somewhat Disagree	2
		5.5%
Strongly Disagree	3	
	9.7%	
DK/NA	18	
	56.3%	
9B. The airport should remain the way it is and not change	Total	32
	Strongly Agree	2
		6.3%
	Somewhat Agree	18
		55.6%
	Somewhat Disagree	4
		13.5%
Strongly Disagree	0	
	.7%	
DK/NA	8	
	24.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	32
	Strongly Agree	0
		.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	0	
	.0%	
DK/NA	32	
	100.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	32
	Strongly Agree	0
		.7%
	Somewhat Agree	10
		31.4%
	Somewhat Disagree	1
		3.2%
Strongly Disagree	12	
	38.6%	
DK/NA	8	
	26.1%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		A		B
	Somewhat Agree		A E		
	Somewhat Disagree	B E			
	Strongly Disagree				a
	DK/NA				.
9B. The airport should remain the way it is and not change	Strongly Agree	B	A		
	Somewhat Agree				
	Somewhat Disagree				B E
	Strongly Disagree	B E			
	DK/NA				a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	a	a	a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	B			
	Somewhat Agree				
	Somewhat Disagree		E		
	Strongly Disagree				
	DK/NA			a	a

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	A B C
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
9B. The airport should remain the way it is and not change	Strongly Agree	A
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	A
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	C
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	61	465	1
	Strongly Agree	66	5	60	0
	Somewhat Agree	99	11	88	0
	Somewhat Disagree	163	15	146	1
	Strongly Disagree	123	28	95	0
	DK/NA	77	1	76	0
		14.7%	1.9%	16.4%	.0%
9B. The airport should remain the way it is and not change	Total	527	61	465	1
	Strongly Agree	82	9	73	0
	Somewhat Agree	172	22	149	1
	Somewhat Disagree	132	17	115	0
	Strongly Disagree	88	11	78	0
	DK/NA	53	2	51	0
		10.0%	3.0%	11.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	61	465	1
	Strongly Agree	232	29	203	0
	Somewhat Agree	221	25	194	1
	Somewhat Disagree	33	3	30	0
	Strongly Disagree	10	4	6	0
	DK/NA	32	0	32	0
		6.0%	.0%	6.8%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	61	465	1
	Strongly Agree	51	9	43	0
	Somewhat Agree	109	12	97	0
	Somewhat Disagree	121	14	107	0
	Strongly Disagree	230	26	203	1
	DK/NA	15	0	15	0
		2.9%	.0%	3.3%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			a,,b
	Somewhat Agree			a,,b
	Somewhat Disagree			a,,b
	Strongly Disagree	B		a,,b
	DK/NA		A	a,,b
9B. The airport should remain the way it is and not change	Strongly Agree			a,,b
	Somewhat Agree			a,,b
	Somewhat Disagree			a,,b
	Strongly Disagree			a,,b
	DK/NA			a,,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			a,,b
	Somewhat Agree			a,,b
	Somewhat Disagree			a,,b
	Strongly Disagree	B		a,,b
	DK/NA			a,,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree			a,,b
	Somewhat Agree			a,,b
	Somewhat Disagree			a,,b
	Strongly Disagree			a,,b
	DK/NA			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	398	128	1
	Strongly Agree	66	43	23	0
	Somewhat Agree	99	66	32	0
	Somewhat Disagree	163	134	29	0
	Strongly Disagree	123	96	27	1
	DK/NA	77	59	18	0
			14.7%	14.9%	14.0%	.0%
9B. The airport should remain the way it is and not change	Total	527	398	128	1
	Strongly Agree	82	54	28	0
	Somewhat Agree	172	128	44	0
	Somewhat Disagree	132	106	25	1
	Strongly Disagree	88	75	13	0
	DK/NA	53	36	17	0
			10.0%	9.0%	13.3%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	398	128	1
	Strongly Agree	232	180	52	0
	Somewhat Agree	221	166	54	1
	Somewhat Disagree	33	29	4	0
	Strongly Disagree	10	6	3	0
	DK/NA	32	17	15	0
			6.0%	4.2%	11.8%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	398	128	1
	Strongly Agree	51	41	10	0
	Somewhat Agree	109	70	39	0
	Somewhat Disagree	121	99	21	1
	Strongly Disagree	230	178	52	0
	DK/NA	15	9	6	0
			2.9%	2.4%	4.5%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		A	a.,b
	Somewhat Agree		A	a.,b
	Somewhat Disagree	B		a.,b
	Strongly Disagree DK/NA			a.,b
9B. The airport should remain the way it is and not change	Strongly Agree		A	a.,b
	Somewhat Agree			a.,b
	Somewhat Disagree	B		a.,b
	Strongly Disagree DK/NA			a.,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			a.,b
	Somewhat Agree			a.,b
	Somewhat Disagree		A	a.,b
	Strongly Disagree DK/NA			a.,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree		A	a.,b
	Somewhat Agree			a.,b
	Somewhat Disagree			a.,b
	Strongly Disagree DK/NA			a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	160	188	60	30
	Strongly Agree	66	3	12	23	15
	Somewhat Agree	99	20	37	24	3
	Somewhat Disagree	163	67	60	2	0
	Strongly Disagree	123	58	40	3	8
	DK/NA	77	12	40	9	4
		14.7%	7.5%	21.2%	15.2%	13.6%
9B. The airport should remain the way it is and not change	Total	527	160	188	60	30
	Strongly Agree	82	13	26	8	9
	Somewhat Agree	172	47	74	15	7
	Somewhat Disagree	132	57	42	9	2
	Strongly Disagree	88	34	28	17	8
	DK/NA	53	8	18	11	3
		10.0%	5.1%	9.8%	19.0%	11.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	160	188	60	30
	Strongly Agree	232	71	84	18	12
	Somewhat Agree	221	79	77	27	4
	Somewhat Disagree	33	5	12	9	2
	Strongly Disagree	10	3	1	1	4
	DK/NA	32	1	15	5	8
		6.0%	.7%	7.9%	7.8%	26.7%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	160	188	60	30
	Strongly Agree	51	22	12	3	0
	Somewhat Agree	109	37	40	9	0
	Somewhat Disagree	121	53	50	6	2
	Strongly Disagree	230	45	81	41	25
	DK/NA	15	2	6	1	3
		2.9%	1.4%	3.0%	1.3%	9.5%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
9A. The airport should reduce the number of flights into and out of the Airport	Total	89
	Strongly Agree	12 13.8%
	Somewhat Agree	16 17.7%
	Somewhat Disagree	34 37.9%
	Strongly Disagree	15 17.0%
	DK/NA	12 13.6%
9B. The airport should remain the way it is and not change	Total	89
	Strongly Agree	25 28.5%
	Somewhat Agree	29 32.1%
	Somewhat Disagree	22 24.3%
	Strongly Disagree	2 2.1%
	DK/NA	12 13.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	89
	Strongly Agree	48 53.4%
	Somewhat Agree	32 36.5%
	Somewhat Disagree	5 5.5%
	Strongly Disagree	1 1.0%
	DK/NA	3 3.6%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	89
	Strongly Agree	13 14.9%
	Somewhat Agree	23 26.2%
	Somewhat Disagree	11 11.8%
	Strongly Disagree	38 42.7%
	DK/NA	4 4.3%

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			ABE	ABE
	Somewhat Agree			ABDE	
	Somewhat Disagree	C	C		a
	Strongly Disagree	BCE	C		C
9B. The airport should remain the way it is and not change	DK/NA		A		
	Strongly Agree				A
	Somewhat Agree	CD			
	Somewhat Disagree	E	E	E	E
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA			A	
	Strongly Agree	D		D	
	Somewhat Agree			A	
	Somewhat Disagree				B
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA		A	A	ABE
	Strongly Agree				a
	Somewhat Agree	CDE			a
	Somewhat Disagree		A	ABE	ABE

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	A
	Somewhat Agree	
	Somewhat Disagree	C
	Strongly Disagree	
9B. The airport should remain the way it is and not change	DK/NA	AB
	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree	
	DK/NA	
	Strongly Agree	
	Somewhat Agree	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	
	Strongly Disagree	
	DK/NA	
	Strongly Agree	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	205	195	43	40
	Strongly Agree	66	10	20	13	16
	Somewhat Agree	99	25	39	21	9
	Somewhat Disagree	163	78	70	2	5
	Strongly Disagree	123	78	29	1	9
	DK/NA	77	14	37	5	2
			12.4%	4.9%	10.4%	30.6%	39.6%
9B. The airport should remain the way it is and not change	Total	527	205	195	43	40
	Strongly Agree	82	31	25	8	9
	Somewhat Agree	172	76	54	19	3
	Somewhat Disagree	132	48	65	9	8
	Strongly Disagree	88	45	20	3	20
	DK/NA	53	5	32	4	1
			15.6%	15.1%	12.9%	19.3%	23.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	205	195	43	40
	Strongly Agree	232	113	70	16	19
	Somewhat Agree	221	78	108	14	11
	Somewhat Disagree	33	7	9	7	4
	Strongly Disagree	10	4	0	1	5
	DK/NA	32	2	8	6	2
			44.1%	55.1%	35.8%	36.6%	46.5%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	205	195	43	40
	Strongly Agree	51	26	13	0	6
	Somewhat Agree	109	61	30	9	0
	Somewhat Disagree	121	50	62	2	2
	Strongly Disagree	230	64	85	31	32
	DK/NA	15	4	6	1	0
			9.8%	12.8%	6.7%	.7%	14.4%

	Second Favorable/Unfavorable	
	Not sure/No opinion/DK/NA	
9A. The airport should reduce the number of flights into and out of the Airport	Total	43
	Strongly Agree	6 14.0%
	Somewhat Agree	4 9.6%
	Somewhat Disagree	8 17.7%
	Strongly Disagree	6 13.5%
	DK/NA	19 45.3%
	9B. The airport should remain the way it is and not change	Total	43
Strongly Agree		8 18.8%
Somewhat Agree		20 45.5%
Somewhat Disagree		3 6.6%
Strongly Disagree		1 2.6%
DK/NA		11 26.5%
9C. The airport should manage the growth of operations to be consistent with community needs		Total	43
	Strongly Agree	15 34.0%
	Somewhat Agree	10 24.3%
	Somewhat Disagree	5 11.5%
	Strongly Disagree	0 .0%
	DK/NA	13 30.2%
	9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	43
Strongly Agree		6 13.9%
Somewhat Agree		9 21.1%
Somewhat Disagree		6 13.4%
Strongly Disagree		18 42.1%
DK/NA		4 9.4%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree			AB	AB
	Somewhat Agree			ABE	
	Somewhat Disagree	CD	CD		
	Strongly Disagree DK/NA	BCE	A		
9B. The airport should remain the way it is and not change	Strongly Agree			D	
	Somewhat Agree	D	E		
	Somewhat Disagree	BE			ABCE
	Strongly Disagree DK/NA	B	A		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree		ACDE		
	Somewhat Agree			AB	
	Somewhat Disagree		a		A
	Strongly Disagree DK/NA			A	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree			D	
	Somewhat Agree	BD	CD		
	Somewhat Disagree	C			
	Strongly Disagree DK/NA			AB	ABE

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	ABCD
9B. The airport should remain the way it is and not change	Strongly Agree	D
	Somewhat Agree	
	Somewhat Disagree	
	Strongly Disagree DK/NA	AD
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	
	Somewhat Agree	
	Somewhat Disagree	a
	Strongly Disagree DK/NA	ABD
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	
	Somewhat Agree	D
	Somewhat Disagree	
	Strongly Disagree DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
9A. The airport should reduce the number of flights into and out of the Airport	Total	527	78	19	322	65
	Strongly Agree	66	19	3	11	26
	Somewhat Agree	99	12	8	52	23
	Somewhat Disagree	18.7%	15.0%	41.6%	16.2%	35.1%
	Strongly Disagree	163	25	6	122	2
	DK/NA	30.8%	32.5%	31.1%	37.9%	2.6%
	Strongly Disagree	123	11	2	97	8
	DK/NA	23.4%	13.8%	11.1%	29.9%	12.3%
9B. The airport should remain the way it is and not change	Total	527	78	19	322	65
	Strongly Agree	82	21	2	35	15
	Somewhat Agree	172	25	6	105	16
	Somewhat Disagree	32.6%	31.9%	29.5%	32.7%	25.4%
	Strongly Disagree	132	14	10	98	7
	DK/NA	25.1%	18.4%	51.4%	30.5%	10.6%
	Strongly Disagree	88	3	1	61	22
	DK/NA	16.7%	4.4%	3.9%	19.0%	33.9%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	527	78	19	322	65
	Strongly Agree	232	35	10	148	24
	Somewhat Agree	44.1%	45.0%	54.3%	45.9%	37.6%
	Somewhat Disagree	221	35	7	150	18
	Strongly Disagree	41.9%	45.2%	35.3%	46.7%	27.3%
	DK/NA	33	4	1	13	10
	Strongly Disagree	6.2%	5.0%	4.9%	4.0%	15.9%
	DK/NA	10	1	1	3	5
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	527	78	19	322	65
	Strongly Agree	51	5	5	34	1
	Somewhat Agree	9.8%	6.6%	28.8%	10.6%	1.0%
	Somewhat Disagree	109	21	3	69	6
	Strongly Disagree	20.6%	27.3%	17.4%	21.4%	9.4%
	DK/NA	121	13	1	99	3
	Strongly Disagree	23.0%	16.7%	3.9%	30.6%	4.5%
	DK/NA	230	36	9	113	54
DK/NA	43.7%	46.4%	48.3%	35.0%	83.8%	
DK/NA	15	2	0	8	1	
DK/NA	2.9%	3.0%	1.6%	2.4%	1.2%	

		Shift	
		DK/NA on Both	Switch to DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	17	26
	Strongly Agree	2 12.6%	4 14.9%
	Somewhat Agree	2 14.2%	2 6.7%
	Somewhat Disagree	2 15.1%	5 19.3%
	Strongly Disagree	6 34.9%	0 .0%
	DK/NA	4 23.2%	16 59.1%
9B. The airport should remain the way it is and not change	Total	17	26
	Strongly Agree	7 40.6%	1 5.2%
	Somewhat Agree	4 22.8%	16 59.7%
	Somewhat Disagree	2 10.0%	1 4.5%
	Strongly Disagree	0 .0%	1 4.2%
	DK/NA	4 26.6%	7 26.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	17	26
	Strongly Agree	9 55.4%	5 20.5%
	Somewhat Agree	4 26.3%	6 23.1%
	Somewhat Disagree	2 12.0%	3 11.2%
	Strongly Disagree	0 .0%	0 .0%
	DK/NA	1 6.3%	12 45.2%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	17	26
	Strongly Agree	6 34.9%	0 .8%
	Somewhat Agree	1 8.7%	8 28.9%
	Somewhat Disagree	1 6.8%	5 17.6%
	Strongly Disagree	7 42.4%	11 41.9%
	DK/NA	1 7.2%	3 10.8%

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	C			C
	Somewhat Agree				C
	Somewhat Disagree	D	D	D	F
	Strongly Disagree				
9B. The airport should remain the way it is and not change	Strongly Agree	C			
	Somewhat Agree		A D F	D	
	Strongly Disagree			A	A F
	DK/NA	C			
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree				
	Somewhat Agree				C
	Somewhat Disagree				C
	Strongly Disagree				C
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree		D		
	Somewhat Agree				
	Somewhat Disagree			D	
	Strongly Disagree				A B C E F
DK/NA					

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree	F	A B C D
	Strongly Disagree		
9B. The airport should remain the way it is and not change	Strongly Agree	C	
	Somewhat Agree		D
	Somewhat Disagree	a	
	Strongly Disagree		
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA	C	C
	Strongly Agree		
	Somewhat Agree		
	Somewhat Disagree	a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree		A B C D
	DK/NA		
	Strongly Agree	A C D F	
	Somewhat Agree		
Somewhat Disagree			
Strongly Disagree			
DK/NA			

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

		Total	
		Total	Total
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	527
	Very Satisfied	157 29.8%	157 29.8%
	Somewhat Satisfied	206 39.0%	206 39.0%
	Somewhat Dissatisfied	28 5.2%	28 5.2%
	Very Dissatisfied	13 2.4%	13 2.4%
	DK/NA	124 23.5%	124 23.5%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	527
Very Satisfied		118 22.3%	118 22.3%
Somewhat Satisfied		192 36.4%	192 36.4%
Somewhat Dissatisfied		82 15.6%	82 15.6%
Very Dissatisfied		55 10.5%	55 10.5%
DK/NA		80 15.2%	80 15.2%
12C. Provide residents with information on airport events, operations, and activities	Total	527	527
	Very Satisfied	189 35.9%	189 35.9%
	Somewhat Satisfied	205 38.8%	205 38.8%
	Somewhat Dissatisfied	49 9.3%	49 9.3%
	Very Dissatisfied	21 4.0%	21 4.0%
	DK/NA	63 11.9%	63 11.9%
12D. Manage taxpayer dollars and public funds	Total	527	527
	Very Satisfied	84 16.0%	84 16.0%
	Somewhat Satisfied	157 29.8%	157 29.8%
	Somewhat Dissatisfied	51 9.6%	51 9.6%
	Very Dissatisfied	50 9.5%	50 9.5%
	DK/NA	185 35.0%	185 35.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	527
	Very Satisfied	247	247

		Total	
		Total	Total
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	46.8%
	Somewhat Satisfied	162	162
		30.8%	30.8%
	Somewhat Dissatisfied	15	15
		2.8%	2.8%
	Very Dissatisfied	14	14
	2.6%	2.6%	
DK/NA	90	90	
	17.0%	17.0%	
12F. Provide space for community events and meetings at the airport office	Total	527	527
	Very Satisfied	175	175
		33.2%	33.2%
	Somewhat Satisfied	206	206
		39.0%	39.0%
	Somewhat Dissatisfied	17	17
	3.1%	3.1%	
Very Dissatisfied	10	10	
	1.9%	1.9%	
DK/NA	120	120	
	22.7%	22.7%	
12G. Provide a playground on airport grounds	Total	527	527
	Very Satisfied	152	152
		28.9%	28.9%
	Somewhat Satisfied	130	130
		24.7%	24.7%
	Somewhat Dissatisfied	23	23
	4.3%	4.3%	
Very Dissatisfied	23	23	
	4.4%	4.4%	
DK/NA	199	199	
	37.7%	37.7%	

Comparisons of Column Proportions ^{a,b}

		Total
		Total
		(A)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12D. Manage taxpayer dollars and public funds	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12F. Provide space for community events and meetings at the airport office	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
12G. Provide a playground on airport grounds	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	284	240	3
	Very Satisfied	157	90	67	0
		29.8%	31.8%	27.8%	.0%
	Somewhat Satisfied	206	114	91	0
		39.0%	40.2%	38.0%	.0%
	Somewhat Dissatisfied	28	21	7	0
		5.2%	7.2%	2.9%	.0%
Very Dissatisfied	13	8	5	0	
	2.4%	2.8%	2.0%	.0%	
DK/NA	124	51	70	3	
	23.5%	17.9%	29.2%	100.0%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	284	240	3
	Very Satisfied	118	50	68	0
		22.3%	17.6%	28.2%	.0%
	Somewhat Satisfied	192	116	76	0
		36.4%	40.7%	31.8%	.0%
	Somewhat Dissatisfied	82	52	30	0
		15.6%	18.3%	12.6%	.0%
Very Dissatisfied	55	39	16	1	
	10.5%	13.6%	6.7%	26.9%	
DK/NA	80	28	50	2	
	15.2%	9.8%	20.8%	73.1%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	284	240	3
	Very Satisfied	189	93	95	2
		35.9%	32.6%	39.5%	65.1%
	Somewhat Satisfied	205	111	93	0
		38.8%	39.1%	39.0%	.0%
	Somewhat Dissatisfied	49	35	14	0
		9.3%	12.3%	5.8%	.0%
Very Dissatisfied	21	17	5	0	
	4.0%	5.9%	1.9%	.0%	
DK/NA	63	29	33	1	
	11.9%	10.1%	13.8%	34.9%	
12D. Manage taxpayer dollars and public funds	Total	527	284	240	3
	Very Satisfied	84	37	47	0
		16.0%	13.1%	19.6%	.0%
	Somewhat Satisfied	157	97	58	2
		29.8%	34.3%	24.1%	65.1%
	Somewhat Dissatisfied	51	33	18	0
	9.6%	11.5%	7.5%	.0%	
Very Dissatisfied	50	35	15	1	
	9.5%	12.2%	6.0%	34.9%	
DK/NA	185	82	103	0	
	35.0%	28.9%	42.8%	.0%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	284	240	3
	Very Satisfied	247	124	120	2

		Respondent's Gender			
		Total	Male	Female	Other
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	43.7%	50.2%	65.1%
	Somewhat Satisfied	162	88	74	0
		30.8%	30.9%	31.0%	.0%
	Somewhat Dissatisfied	15	12	3	0
		2.8%	4.1%	1.4%	.0%
	Very Dissatisfied	14	12	2	0
		2.6%	4.1%	.9%	.0%
DK/NA	90	49	40	1	
	17.0%	17.3%	16.5%	34.9%	
12F. Provide space for community events and meetings at the airport office	Total	527	284	240	3
	Very Satisfied	175	76	98	1
		33.2%	26.9%	40.8%	26.9%
	Somewhat Satisfied	206	127	78	1
		39.0%	44.5%	32.6%	38.2%
	Somewhat Dissatisfied	17	10	6	0
		3.1%	3.6%	2.6%	.0%
Very Dissatisfied	10	6	4	0	
	1.9%	2.0%	1.7%	.0%	
DK/NA	120	65	54	1	
	22.7%	22.9%	22.4%	34.9%	
12G. Provide a playground on airport grounds	Total	527	284	240	3
	Very Satisfied	152	68	84	0
		28.9%	24.0%	35.1%	.0%
	Somewhat Satisfied	130	91	39	0
		24.7%	32.0%	16.3%	.0%
	Somewhat Dissatisfied	23	13	10	0
		4.3%	4.5%	4.2%	.0%
Very Dissatisfied	23	12	10	1	
	4.4%	4.3%	4.0%	34.9%	
DK/NA	199	100	97	2	
	37.7%	35.2%	40.3%	65.1%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			a
	Somewhat Satisfied			a
	Somewhat Dissatisfied	B		a
	Very Dissatisfied			a
	DK/NA		A	a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied		A	a
	Somewhat Satisfied	B		a
	Somewhat Dissatisfied	B		a
	Very Dissatisfied			a
	DK/NA		A	A
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied			a
	Somewhat Satisfied	B		a
	Somewhat Dissatisfied	B		a
	Very Dissatisfied			a
	DK/NA		A	a
12D. Manage taxpayer dollars and public funds	Very Satisfied			a
	Somewhat Satisfied	B		a
	Somewhat Dissatisfied	B		a
	Very Dissatisfied		A	a
	DK/NA		A	a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied			a
	Somewhat Satisfied			a
	Somewhat Dissatisfied	B		a
	Very Dissatisfied			a
	DK/NA		A	a
12F. Provide space for community events and meetings at the airport office	Very Satisfied		A	a
	Somewhat Satisfied	B		a
	Somewhat Dissatisfied			a
	Very Dissatisfied			a
	DK/NA		A	a
12G. Provide a playground on airport grounds	Very Satisfied		A	a
	Somewhat Satisfied	B		a
	Somewhat Dissatisfied			a
	Very Dissatisfied			A B
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	77	101	110	162	70	7
	Very Satisfied	157	19	24	30	55	27	1
		29.8%	25.2%	23.6%	27.5%	34.1%	39.0%	14.3%
	Somewhat Satisfied	206	33	42	48	49	30	4
		39.0%	42.1%	41.0%	44.1%	30.4%	42.5%	62.0%
	Somewhat Dissatisfied	28	0	6	7	11	3	0
		5.2%	.0%	6.1%	6.1%	7.0%	4.4%	5.6%
Very Dissatisfied	13	0	6	2	4	0	1	
	2.4%	.0%	5.8%	1.6%	2.4%	.6%	12.4%	
DK/NA	124	25	24	23	42	9	0	
	23.5%	32.8%	23.5%	20.7%	26.1%	13.5%	5.6%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	77	101	110	162	70	7
	Very Satisfied	118	11	17	26	38	25	1
		22.3%	14.6%	16.9%	23.3%	23.5%	35.9%	8.7%
	Somewhat Satisfied	192	39	39	45	48	16	4
		36.4%	50.5%	38.8%	41.1%	29.8%	22.8%	58.9%
	Somewhat Dissatisfied	82	13	15	16	22	14	1
		15.6%	17.0%	14.9%	14.9%	13.8%	20.5%	14.3%
Very Dissatisfied	55	4	17	11	18	5	1	
	10.5%	5.0%	16.6%	10.2%	11.0%	6.6%	18.0%	
DK/NA	80	10	13	12	35	10	0	
	15.2%	12.9%	12.8%	10.5%	21.9%	14.2%	.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	77	101	110	162	70	7
	Very Satisfied	189	15	33	49	58	29	5
		35.9%	19.5%	32.9%	44.5%	35.8%	41.9%	70.7%
	Somewhat Satisfied	205	40	38	35	62	29	1
		38.8%	52.2%	37.6%	31.6%	38.0%	41.7%	11.2%
	Somewhat Dissatisfied	49	12	11	11	14	2	0
		9.3%	15.1%	11.0%	9.6%	8.4%	2.9%	.0%
Very Dissatisfied	21	7	1	4	8	0	1	
	4.0%	9.6%	1.3%	3.2%	4.9%	.6%	12.4%	
DK/NA	63	3	17	12	21	9	0	
	11.9%	3.7%	17.2%	11.1%	13.0%	12.9%	5.6%	
12D. Manage taxpayer dollars and public funds	Total	527	77	101	110	162	70	7
	Very Satisfied	84	4	7	24	25	24	0
		16.0%	5.4%	7.1%	21.8%	15.2%	34.6%	.0%
	Somewhat Satisfied	157	19	37	40	41	17	4
		29.8%	24.5%	36.7%	36.0%	25.2%	24.6%	53.3%
	Somewhat Dissatisfied	51	12	9	11	14	3	1
		9.6%	15.9%	8.7%	10.2%	8.5%	4.6%	19.9%
Very Dissatisfied	50	8	6	7	23	5	1	
	9.5%	10.1%	6.3%	6.6%	14.4%	6.7%	12.4%	
DK/NA	185	34	42	28	59	21	1	
	35.0%	44.1%	41.2%	25.3%	36.7%	29.4%	14.3%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	77	101	110	162	70	7
	Very Satisfied	247	24	43	59	76	40	5

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	30.9%	42.1%	53.9%	47.0%	57.3%	70.7%
	Somewhat Satisfied	162	39	33	31	37	20	1
		30.8%	50.6%	33.0%	28.6%	22.9%	29.1%	11.3%
	Somewhat Dissatisfied	15	0	1	4	9	1	0
		2.8%	.0%	1.3%	3.2%	5.4%	1.4%	5.6%
12F. Provide space for community events and meetings at the airport office	Very Dissatisfied	14	4	3	2	3	1	1
		2.6%	5.0%	2.5%	2.1%	1.8%	1.8%	12.4%
	DK/NA	90	10	21	13	37	7	0
		17.0%	13.5%	21.2%	12.3%	22.9%	10.5%	.0%
	Total	527	77	101	110	162	70	7
12G. Provide a playground on airport grounds	Very Satisfied	175	11	25	48	58	29	4
		33.2%	14.6%	24.4%	43.6%	35.9%	41.3%	62.0%
	Somewhat Satisfied	206	46	46	33	55	25	0
		39.0%	59.3%	45.4%	29.9%	34.1%	36.2%	5.6%
	Somewhat Dissatisfied	17	4	3	1	7	2	0
	3.1%	5.0%	2.7%	.9%	4.2%	2.5%	5.6%	
12H. Provide a playground on airport grounds	Very Dissatisfied	10	0	3	3	3	1	0
		1.9%	.0%	2.5%	3.0%	1.8%	1.2%	3.5%
	DK/NA	120	16	25	25	39	13	2
		22.7%	21.0%	25.0%	22.6%	24.0%	18.7%	23.3%
	Total	527	77	101	110	162	70	7
12I. Provide a playground on airport grounds	Very Satisfied	152	17	41	45	30	16	3
		28.9%	21.8%	40.4%	41.0%	18.8%	22.9%	47.7%
	Somewhat Satisfied	130	34	26	30	24	16	1
		24.7%	43.4%	25.7%	27.0%	14.9%	22.7%	11.2%
	Somewhat Dissatisfied	23	0	1	2	11	7	1
	4.3%	.0%	1.1%	2.1%	6.9%	10.6%	14.3%	
12J. Provide a playground on airport grounds	Very Dissatisfied	23	0	2	4	13	3	1
		4.4%	.0%	2.3%	3.4%	8.3%	4.3%	9.0%
	DK/NA	199	27	31	29	83	27	1
		37.7%	34.8%	30.5%	26.6%	51.2%	39.4%	17.8%

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied						
	Somewhat Satisfied	a					
	Somewhat Dissatisfied	.					
	Very Dissatisfied	a					
	DK/NA	.					
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied					A	
	Somewhat Satisfied	D	E				
	Somewhat Dissatisfied						
	Very Dissatisfied						
	DK/NA						a
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied			A		A	A
	Somewhat Satisfied						
	Somewhat Dissatisfied						
	Very Dissatisfied						
	DK/NA						a
12D. Manage taxpayer dollars and public funds	Very Satisfied			A B		A B D	.
	Somewhat Satisfied						
	Somewhat Dissatisfied						
	Very Dissatisfied						
	DK/NA						
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	C	D			A	
	Somewhat Satisfied	a					
	Somewhat Dissatisfied	.					
	Very Dissatisfied						a
	DK/NA						A
12F. Provide space for community events and meetings at the airport office	Very Satisfied			A	A	A	A
	Somewhat Satisfied	C	D				
	Somewhat Dissatisfied	.					
	Very Dissatisfied	a					
	DK/NA	.					
12G. Provide a playground on airport grounds	Very Satisfied		D	D			
	Somewhat Satisfied	D				B	
	Somewhat Dissatisfied	a					
	Very Dissatisfied	.					
	DK/NA	.			B	C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	19	60	14	21	33	21	31
	Very Satisfied	157	8	12	9	4	10	6	18
	Somewhat Satisfied	206	4	29	0	12	14	5	6
	Somewhat Dissatisfied	28	2	2	0	1	1	1	2
	Very Dissatisfied	13	2	1	2	0	1	0	0
	DK/NA	124	3	16	3	4	7	9	5
		23.5%	16.5%	26.7%	20.9%	18.5%	20.2%	41.6%	16.1%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	19	60	14	21	33	21	31
	Very Satisfied	118	3	11	2	4	10	6	17
	Somewhat Satisfied	192	6	24	7	5	13	4	4
	Somewhat Dissatisfied	82	6	5	0	7	4	1	5
	Very Dissatisfied	55	3	8	1	2	4	3	1
	DK/NA	80	1	12	3	3	3	8	4
		15.2%	3.8%	20.4%	24.4%	14.8%	9.2%	40.3%	13.8%
12C. Provide residents with information on airport events, operations, and activities	Total	527	19	60	14	21	33	21	31
	Very Satisfied	189	10	20	8	6	14	6	23
	Somewhat Satisfied	205	3	23	2	10	12	11	6
	Somewhat Dissatisfied	49	3	3	1	3	0	2	1
	Very Dissatisfied	21	2	2	0	0	3	0	0
	DK/NA	63	0	12	2	2	5	2	1
		11.9%	.0%	19.3%	15.6%	8.8%	15.1%	10.6%	4.7%
12D. Manage taxpayer dollars and public funds	Total	527	19	60	14	21	33	21	31
	Very Satisfied	84	2	6	6	0	4	6	10
	Somewhat Satisfied	157	8	23	1	7	7	3	14
	Somewhat Dissatisfied	51	2	6	0	5	2	3	2
	Very Dissatisfied	50	4	4	1	1	3	1	0
	DK/NA	185	4	22	5	8	17	9	5
		35.0%	19.5%	36.3%	38.1%	39.9%	51.9%	40.6%	15.2%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	19	60	14	21	33	21	31
	Very Satisfied	247	10	29	8	5	18	8	23

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
12A. Provide high quality community aviation facilities and services to meet local needs	Total	6	19	5	9	26	49	43	19
	Very Satisfied	3	7	3	6	7	15	9	7
	Somewhat Satisfied	1	7	0	1	12	15	16	6
	Somewhat Dissatisfied	1	1	0	0	0	4	3	1
	Very Dissatisfied	0	1	0	0	0	0	0	1
	DK/NA	1	4	2	2	7	14	15	3
		21.5%	21.8%	38.1%	20.9%	27.8%	29.3%	34.5%	17.4%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	6	19	5	9	26	49	43	19
	Very Satisfied	0	6	2	5	3	8	11	5
	Somewhat Satisfied	4	7	0	0	15	20	11	4
	Somewhat Dissatisfied	1	1	0	1	2	6	10	7
	Very Dissatisfied	0	1	0	3	2	10	7	0
	DK/NA	1	4	2	1	5	5	3	3
		14.9%	19.7%	46.7%	13.1%	17.3%	10.1%	6.2%	13.6%
12C. Provide residents with information on airport events, operations, and activities	Total	6	19	5	9	26	49	43	19
	Very Satisfied	3	7	3	7	15	11	10	8
	Somewhat Satisfied	2	4	1	0	6	19	25	7
	Somewhat Dissatisfied	1	1	0	0	1	6	7	3
	Very Dissatisfied	0	4	0	1	0	2	1	0
	DK/NA	0	4	1	1	4	12	1	1
		.0%	21.8%	22.5%	11.0%	17.0%	24.2%	1.4%	3.9%
12D. Manage taxpayer dollars and public funds	Total	6	19	5	9	26	49	43	19
	Very Satisfied	1	6	2	4	2	6	3	5
	Somewhat Satisfied	0	2	0	2	14	12	14	8
	Somewhat Dissatisfied	1	2	1	0	1	3	8	1
	Very Dissatisfied	2	1	1	1	1	3	7	1
	DK/NA	2	8	1	2	8	26	11	5
		32.2%	40.1%	27.0%	24.6%	31.2%	52.5%	25.0%	24.1%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	6	19	5	9	26	49	43	19
	Very Satisfied	3	9	3	7	15	20	20	10

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
12A. Provide high quality community aviation facilities and services to meet local needs	Total	42	13	4	9	3	5	76
	Very Satisfied	12	3	0	1	2	2	12
		29.0%	22.5%	7.5%	9.0%	88.3%	45.2%	16.1%
	Somewhat Satisfied	22	9	4	4	0	2	36
		52.8%	68.7%	92.5%	40.0%	11.7%	47.3%	47.3%
	Somewhat Dissatisfied	5	1	0	0	0	0	2
		11.6%	8.7%	.0%	.0%	.0%	.0%	2.2%
Very Dissatisfied	2	0	0	0	0	0	3	
	4.9%	.0%	.0%	.0%	.0%	.0%	4.2%	
DK/NA	1	0	0	5	0	0	23	
	1.7%	.0%	.0%	51.0%	.0%	7.5%	30.1%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	42	13	4	9	3	5	76
	Very Satisfied	6	1	0	0	2	1	15
		15.2%	6.6%	.0%	.0%	88.3%	25.4%	20.5%
	Somewhat Satisfied	16	5	4	4	0	3	35
		38.6%	40.0%	97.5%	42.5%	11.7%	61.3%	45.8%
	Somewhat Dissatisfied	12	4	0	4	0	0	5
		27.4%	32.9%	2.5%	42.9%	.0%	.0%	6.6%
Very Dissatisfied	6	1	0	0	0	0	4	
	14.0%	7.4%	.0%	5.3%	.0%	.0%	5.1%	
DK/NA	2	2	0	1	0	1	17	
	4.7%	13.1%	.0%	9.2%	.0%	13.3%	22.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	42	13	4	9	3	5	76
	Very Satisfied	6	4	0	2	2	3	21
		13.9%	29.2%	.0%	26.8%	88.3%	56.1%	27.9%
	Somewhat Satisfied	27	7	4	2	0	1	32
		64.9%	55.5%	100.0%	20.0%	11.7%	26.3%	43.0%
	Somewhat Dissatisfied	5	2	0	1	0	1	9
		11.7%	15.3%	.0%	8.0%	.0%	17.6%	11.5%
Very Dissatisfied	2	0	0	4	0	0	1	
	4.3%	.0%	.0%	42.9%	.0%	.0%	1.3%	
DK/NA	2	0	0	0	0	0	12	
	5.2%	.0%	.0%	2.3%	.0%	.0%	16.3%	
12D. Manage taxpayer dollars and public funds	Total	42	13	4	9	3	5	76
	Very Satisfied	6	2	0	1	2	1	9
		14.7%	18.1%	.0%	8.0%	88.3%	14.4%	12.0%
	Somewhat Satisfied	18	1	0	1	0	2	20
		43.3%	6.5%	.0%	14.7%	11.7%	47.3%	26.4%
	Somewhat Dissatisfied	4	2	0	0	0	0	9
	9.0%	16.1%	.0%	.0%	.0%	.0%	11.3%	
Very Dissatisfied	6	1	0	1	0	1	11	
	14.7%	7.4%	.0%	9.0%	.0%	17.6%	14.6%	
DK/NA	8	7	4	6	0	1	27	
	18.3%	51.8%	100.0%	68.2%	.0%	20.8%	35.6%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	42	13	4	9	3	5	76
	Very Satisfied	17	4	0	1	2	3	31

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	52.3%	48.1%	60.5%	23.0%	55.0%	37.6%	74.9%
	Somewhat Satisfied	162	2	14	0	12	10	12	5
		30.8%	11.9%	22.6%	1.6%	55.4%	31.5%	56.5%	17.4%
	Somewhat Dissatisfied	15	2	2	1	1	1	0	1
		2.8%	9.6%	2.8%	5.7%	3.5%	3.4%	.0%	3.0%
	Very Dissatisfied	14	2	0	1	0	0	0	0
		2.6%	12.2%	.7%	6.8%	.0%	.0%	.0%	.0%
DK/NA	90	3	15	3	4	3	1	1	
	17.0%	14.1%	25.8%	25.5%	18.2%	10.0%	5.9%	4.7%	
12F. Provide space for community events and meetings at the airport office	Total	527	19	60	14	21	33	21	31
	Very Satisfied	175	9	19	10	4	18	8	13
		33.2%	48.2%	31.7%	70.4%	19.5%	54.5%	38.8%	42.2%
	Somewhat Satisfied	206	3	25	2	11	8	12	14
		39.0%	16.9%	41.0%	13.6%	51.5%	23.5%	57.4%	44.3%
	Somewhat Dissatisfied	17	1	1	0	0	2	1	2
		3.1%	4.6%	1.2%	.0%	.0%	5.0%	3.3%	5.3%
Very Dissatisfied	10	3	1	0	1	0	0	0	
	1.9%	16.0%	1.7%	.0%	4.9%	.0%	.0%	.0%	
DK/NA	120	3	15	2	5	6	0	3	
	22.7%	14.2%	24.4%	16.0%	24.1%	17.0%	.5%	8.2%	
12G. Provide a playground on airport grounds	Total	527	19	60	14	21	33	21	31
	Very Satisfied	152	8	16	6	3	6	6	21
		28.9%	42.8%	26.3%	46.7%	14.1%	18.7%	27.5%	66.5%
	Somewhat Satisfied	130	2	13	0	10	7	4	1
		24.7%	10.6%	21.4%	3.1%	46.2%	22.3%	21.0%	3.8%
	Somewhat Dissatisfied	23	1	1	0	0	2	1	2
		4.3%	5.7%	2.1%	.0%	.0%	7.0%	3.5%	5.0%
Very Dissatisfied	23	2	2	0	1	1	0	1	
	4.4%	12.2%	3.4%	1.6%	6.4%	3.7%	.0%	2.3%	
DK/NA	199	5	28	7	7	16	10	7	
	37.7%	28.7%	46.8%	48.6%	33.3%	48.3%	48.0%	22.4%	

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	43.9%	48.3%	57.5%	71.3%	56.1%	41.7%	46.3%	52.0%
	Somewhat Satisfied	3	6	2	0	5	19	12	8
	Somewhat Dissatisfied	41.2%	30.1%	42.5%	.0%	19.2%	37.9%	28.9%	41.2%
	Very Dissatisfied	1	0	0	0	2	0	2	1
	DK/NA	14.9%	.0%	.0%	.0%	7.1%	.8%	4.5%	6.8%
	Total	0	1	0	2	0	0	0	0
12F. Provide space for community events and meetings at the airport office	Very Satisfied	.0%	3.5%	.0%	17.7%	1.6%	.0%	.0%	.0%
	Somewhat Satisfied	0	3	0	1	4	10	9	0
	Somewhat Dissatisfied	0	18.1%	.0%	11.0%	16.0%	19.7%	20.3%	.0%
	Very Dissatisfied	6	19	5	9	26	49	43	19
	DK/NA	3	6	3	3	7	11	15	6
	Total	46.3%	32.8%	57.5%	35.2%	25.3%	22.2%	35.5%	32.6%
12G. Provide a playground on airport grounds	Very Satisfied	2	8	0	2	13	24	18	9
	Somewhat Satisfied	32.2%	39.7%	4.4%	17.7%	48.7%	48.0%	42.6%	49.1%
	Somewhat Dissatisfied	0	0	0	0	1	0	5	0
	Very Dissatisfied	1	1	0	0	0	0	0	0
	DK/NA	14.9%	3.5%	.0%	.0%	1.6%	.0%	.0%	.0%
	Total	0	5	2	4	6	14	5	3
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	6.7%	24.0%	38.1%	47.1%	21.6%	29.1%	10.5%	18.3%
	Somewhat Satisfied	2	2	1	5	3	11	14	6
	Somewhat Dissatisfied	31.4%	10.3%	28.2%	49.2%	9.5%	21.4%	33.5%	34.4%
	Very Dissatisfied	2	9	1	1	9	14	15	1
	DK/NA	32.2%	46.6%	27.0%	14.3%	36.2%	29.1%	34.6%	5.7%
	Total	1	2	1	0	1	2	3	4
12F. Provide space for community events and meetings at the airport office	Very Satisfied	14.9%	8.6%	11.9%	4.6%	2.8%	3.1%	7.1%	21.0%
	Somewhat Satisfied	0	1	0	1	0	0	0	1
	Somewhat Dissatisfied	.0%	3.5%	.0%	13.1%	.0%	.0%	.5%	3.9%
	Very Dissatisfied	1	6	2	2	14	23	10	7
	DK/NA	21.5%	31.0%	32.8%	18.7%	51.5%	46.4%	24.2%	34.9%
	Total	6	19	5	9	26	49	43	19

		Date						
		June 11	June 12	June 13	June 14	June 15	June 16	June 17
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	39.2%	29.2%	9.9%	13.6%	88.3%	72.8%	41.2%
	Somewhat Satisfied	15	5	0	7	0	1	24
	Somewhat Dissatisfied	36.6%	37.1%	.0%	73.2%	11.7%	27.2%	31.8%
	Very Dissatisfied	1	0	0	0	0	0	0
	DK/NA	3.2%	.0%	.0%	.0%	.0%	.0%	.0%
	Total	1	0	0	0	0	0	6
12F. Provide space for community events and meetings at the airport office	Very Satisfied	1.4%	.0%	.0%	4.2%	.0%	.0%	8.4%
	Somewhat Satisfied	8	4	4	1	0	0	14
	Somewhat Dissatisfied	19.6%	33.6%	90.1%	9.0%	.0%	.0%	18.6%
	Very Dissatisfied	42	13	4	9	3	5	76
	DK/NA	4	2	0	2	2	2	27
	Total	9.4%	19.0%	.0%	22.6%	88.3%	45.2%	35.4%
12G. Provide a playground on airport grounds	Very Satisfied	21	5	0	2	0	1	26
	Somewhat Satisfied	49.5%	40.8%	.0%	21.1%	11.7%	27.6%	35.0%
	Somewhat Dissatisfied	1	3	0	0	0	0	1
	Very Dissatisfied	1.3%	21.8%	7.4%	.0%	.0%	.0%	1.7%
	DK/NA	1	0	0	0	0	0	2
	Total	2.9%	.0%	.0%	.0%	.0%	.0%	2.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	16	2	4	5	0	1	20
	Somewhat Satisfied	36.9%	18.4%	92.5%	56.3%	.0%	27.2%	26.0%
	Somewhat Dissatisfied	42	13	4	9	3	5	76
	Very Dissatisfied	7	2	0	2	2	2	27
	DK/NA	16.5%	16.0%	.0%	25.8%	88.3%	48.6%	35.3%
	Total	14	2	0	1	0	0	21
12F. Provide space for community events and meetings at the airport office	Very Satisfied	33.4%	13.2%	9.9%	11.9%	11.7%	7.5%	27.3%
	Somewhat Satisfied	1	0	0	0	0	0	2
	Somewhat Dissatisfied	2.6%	.0%	.0%	1.1%	.0%	.0%	2.5%
	Very Dissatisfied	2	1	0	1	0	1	8
	DK/NA	5.3%	7.4%	.0%	9.0%	.0%	17.6%	10.0%
	Total	18	8	4	5	0	1	19

Comparisons of Column Proportions^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			V				V
	Somewhat Satisfied							
	Somewhat Dissatisfied			a				
	Very Dissatisfied				a		a	a
	DK/NA						P	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied							
	Very Dissatisfied							
	DK/NA							
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied							M N P V
	Somewhat Satisfied							
	Somewhat Dissatisfied			a	a		a	a
	Very Dissatisfied	a						
	DK/NA							
12D. Manage taxpayer dollars and public funds	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied							a
	Very Dissatisfied							
	DK/NA							
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied				a	a	a	a
	Very Dissatisfied							
	DK/NA							
12F. Provide space for community events and meetings at the airport office	Very Satisfied			P		P		
	Somewhat Satisfied							
	Somewhat Dissatisfied			a	a			
	Very Dissatisfied			a		a	a	a
	DK/NA							
12G. Provide a playground on airport grounds	Very Satisfied							B D E I L M P
	Somewhat Satisfied							
	Somewhat Dissatisfied				a			
	Very Dissatisfied							
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied			a		a	a	a
	Very Dissatisfied	a		a	a	a	a	a
	DK/NA							P
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied							
	Somewhat Satisfied						G	
	Somewhat Dissatisfied							
	Very Dissatisfied			a				
	DK/NA							
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied						P	
	Somewhat Satisfied							
	Somewhat Dissatisfied				a			
	Very Dissatisfied	a	V	a				
	DK/NA	a						
12D. Manage taxpayer dollars and public funds	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied							
	Very Dissatisfied							
	DK/NA							
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied		a	a	a			
	Very Dissatisfied	a		a	a		a	a
	DK/NA							
12F. Provide space for community events and meetings at the airport office	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied	a	a	a	a			
	Very Dissatisfied			a	a		a	a
	DK/NA							
12G. Provide a playground on airport grounds	Very Satisfied							
	Somewhat Satisfied							
	Somewhat Dissatisfied						a	a
	Very Dissatisfied							
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Date						
		June 10	June 11	June 12	June 13	June 14	June 15	June 16
		(O)	(P)	(Q)	(R)	(S)	(T)	(U)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				C			
	Somewhat Satisfied				a	a	a	a
	Somewhat Dissatisfied			a	a	a	a	a
	Very Dissatisfied				a	a	a	a
	DK/NA					P		
	Very Satisfied				a			
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Somewhat Satisfied	V			G			a
	Somewhat Dissatisfied	a			a			a
	Very Dissatisfied				a			a
	DK/NA				a			a
	Very Satisfied				a			
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied		G		a			a
	Somewhat Dissatisfied				a			a
	Very Dissatisfied	a			a	B L M N V		a
	DK/NA				a			a
	Very Satisfied				a			
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied				a			a
	Somewhat Dissatisfied				a			a
	Very Dissatisfied				a			a
	DK/NA				a			a
	Very Satisfied				a			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied				a	C		a
	Somewhat Dissatisfied			a	a	a		a
	Very Dissatisfied	a		a	a	a		a
	DK/NA	a			E F G			a
	Very Satisfied				a			
12F. Provide space for community events and meetings at the airport office	Somewhat Satisfied	a			a			a
	Somewhat Dissatisfied	a			a			a
	Very Dissatisfied			a	a			a
	DK/NA				F G N	F		a
	Very Satisfied				a			
12G. Provide a playground on airport grounds	Somewhat Satisfied				a			a
	Somewhat Dissatisfied				a			a
	Very Dissatisfied				a			a
	DK/NA				a			a

Comparisons of Column Proportions^{b,c}

		Date
		June 17
		(V)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	P
	Very Satisfied	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	a
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12F. Provide space for community events and meetings at the airport office	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12G. Provide a playground on airport grounds	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	10	18	11	12	72	53	19
	Very Satisfied	157	5	1	1	7	24	17	1
		29.8%	46.8%	4.9%	7.1%	60.0%	33.6%	31.7%	7.7%
	Somewhat Satisfied	206	3	6	4	3	27	19	13
		39.0%	27.3%	35.5%	33.0%	26.9%	37.9%	36.2%	68.6%
	Somewhat Dissatisfied	28	0	4	0	2	3	1	1
		5.2%	.0%	22.3%	.0%	13.0%	3.5%	2.1%	6.5%
Very Dissatisfied	13	1	1	0	0	0	1	0	
	2.4%	14.7%	3.3%	.0%	.0%	.0%	2.6%	.0%	
DK/NA	124	1	6	6	0	18	14	3	
	23.5%	11.2%	34.0%	59.9%	.0%	25.0%	27.3%	17.2%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	10	18	11	12	72	53	19
	Very Satisfied	118	2	0	0	7	21	2	6
		22.3%	21.3%	2.4%	3.6%	60.0%	29.0%	4.3%	30.1%
	Somewhat Satisfied	192	3	7	4	3	19	28	4
		36.4%	30.9%	40.8%	36.2%	26.7%	52.3%	23.0%	23.0%
	Somewhat Dissatisfied	82	0	3	0	2	9	3	5
		15.6%	.0%	14.5%	.0%	13.0%	13.1%	6.2%	27.7%
Very Dissatisfied	55	1	4	6	0	3	1	0	
	10.5%	14.7%	24.3%	56.3%	.0%	3.5%	1.6%	.4%	
DK/NA	80	3	3	0	0	20	19	4	
	15.2%	33.0%	17.9%	3.9%	.0%	27.7%	35.7%	18.7%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	10	18	11	12	72	53	19
	Very Satisfied	189	4	2	1	10	30	13	5
		35.9%	40.7%	11.9%	10.1%	87.0%	41.9%	24.8%	28.1%
	Somewhat Satisfied	205	3	8	0	0	17	29	10
		38.8%	33.4%	42.4%	.7%	.0%	23.2%	54.2%	49.8%
	Somewhat Dissatisfied	49	0	2	0	0	7	5	1
		9.3%	.0%	12.8%	.0%	.0%	10.3%	10.0%	6.1%
Very Dissatisfied	21	0	2	4	2	0	0	0	
	4.0%	.0%	10.4%	32.7%	13.0%	.0%	.0%	.0%	
DK/NA	63	3	4	6	0	18	6	3	
	11.9%	25.9%	22.5%	56.6%	.0%	24.7%	10.9%	16.1%	
12D. Manage taxpayer dollars and public funds	Total	527	10	18	11	12	72	53	19
	Very Satisfied	84	3	0	0	3	17	3	6
		16.0%	25.4%	2.4%	.3%	30.0%	23.0%	5.2%	32.7%
	Somewhat Satisfied	157	3	3	0	3	15	9	5
		29.8%	26.9%	17.4%	.4%	26.9%	20.3%	17.6%	26.9%
	Somewhat Dissatisfied	51	0	4	0	0	5	6	4
		9.6%	.0%	22.6%	.3%	.0%	7.1%	11.9%	22.0%
Very Dissatisfied	50	1	3	0	2	4	10	0	
	9.5%	14.7%	14.6%	.0%	13.0%	5.5%	18.6%	.0%	
DK/NA	185	3	8	11	3	32	25	4	
	35.0%	33.0%	43.0%	99.0%	30.0%	44.1%	46.7%	18.4%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	10	18	11	12	72	53	19
	Very Satisfied	247	5	5	1	12	42	21	10

		Zip Code			
		96148	96160	96161	96162
12A. Provide high quality community aviation facilities and services to meet local needs	Total	14	11	301	7
	Very Satisfied	8	0	93	0
		56.2%	.0%	31.0%	.0%
	Somewhat Satisfied	2	11	117	0
		16.1%	99.9%	39.0%	.1%
	Somewhat Dissatisfied	2	0	15	0
		13.1%	.0%	5.1%	.0%
Very Dissatisfied	1	0	9	0	
	4.8%	.0%	2.9%	.0%	
DK/NA	1	0	66	7	
	9.8%	.0%	22.0%	99.9%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	14	11	301	7
	Very Satisfied	7	5	68	0
		46.2%	44.7%	22.4%	.0%
	Somewhat Satisfied	3	0	120	0
		19.5%	.1%	40.0%	.1%
	Somewhat Dissatisfied	2	6	52	0
		15.6%	55.2%	17.3%	.0%
Very Dissatisfied	2	0	39	0	
	11.0%	.0%	12.8%	.0%	
DK/NA	1	0	22	7	
	7.7%	.0%	7.4%	99.9%	
12C. Provide residents with information on airport events, operations, and activities	Total	14	11	301	7
	Very Satisfied	8	0	115	0
		54.7%	.1%	38.4%	.0%
	Somewhat Satisfied	3	11	118	7
		23.0%	99.9%	39.1%	99.9%
	Somewhat Dissatisfied	1	0	32	0
		6.2%	.0%	10.6%	.0%
Very Dissatisfied	1	0	14	0	
	4.8%	.0%	4.6%	.0%	
DK/NA	2	0	22	0	
	11.3%	.0%	7.3%	.0%	
12D. Manage taxpayer dollars and public funds	Total	14	11	301	7
	Very Satisfied	0	0	52	0
		2.6%	.0%	17.2%	.0%
	Somewhat Satisfied	9	4	106	0
		62.7%	37.1%	35.3%	.0%
	Somewhat Dissatisfied	1	5	26	0
		4.8%	44.7%	8.5%	.0%
Very Dissatisfied	1	0	30	0	
	6.2%	.0%	10.0%	.0%	
DK/NA	3	2	87	7	
	23.7%	18.2%	29.0%	99.9%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	14	11	301	7
	Very Satisfied	10	5	137	0

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	49.3%	26.9%	7.1%	100.0%	58.2%	39.6%	51.7%
		162	3	2	4	0	16	18	5
	Somewhat Satisfied	30.8%	24.9%	11.7%	36.2%	.0%	22.2%	33.8%	28.1%
		15	0	2	0	0	3	0	0
	Somewhat Dissatisfied	2.8%	.0%	9.5%	.0%	.0%	.0%	5.4%	.0%
		14	0	1	0	0	0	0	0
	2.6%	.0%	5.8%	.0%	.0%	.0%	.0%	.0%	
	90	3	8	6	0	14	11	4	
DK/NA	17.0%	25.9%	46.2%	56.6%	.0%	19.7%	21.3%	20.2%	
Total	527	10	18	11	12	72	53	19	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	175	5	4	0	10	24	13	5
		33.2%	49.3%	23.4%	3.6%	87.0%	34.0%	25.4%	26.2%
	Somewhat Satisfied	206	1	4	4	2	21	27	10
		39.0%	12.2%	22.5%	36.2%	13.0%	29.3%	50.6%	53.6%
	Somewhat Dissatisfied	17	0	1	0	0	2	0	0
		3.1%	.0%	6.2%	.0%	.0%	2.3%	.2%	2.2%
	10	0	1	0	0	0	1	0	
Very Dissatisfied	1.9%	.0%	7.0%	.0%	.0%	.0%	1.2%	.0%	
	120	4	7	6	0	25	12	3	
DK/NA	22.7%	38.5%	40.9%	60.2%	.0%	34.5%	22.6%	18.0%	
Total	527	10	18	11	12	72	53	19	
12G. Provide a playground on airport grounds	Very Satisfied	152	3	0	0	7	25	5	2
		28.9%	25.4%	2.4%	3.6%	56.9%	35.3%	10.1%	12.3%
	Somewhat Satisfied	130	1	5	4	0	17	10	7
		24.7%	6.1%	28.9%	36.2%	.0%	23.7%	19.5%	37.8%
	Somewhat Dissatisfied	23	0	0	0	2	4	1	0
		4.3%	.0%	2.4%	.0%	13.0%	5.0%	1.8%	.0%
	23	0	3	0	0	0	9	0	
Very Dissatisfied	4.4%	.0%	14.6%	.0%	.0%	.0%	17.4%	.5%	
	199	7	9	6	3	26	27	9	
DK/NA	37.7%	68.5%	51.7%	60.2%	30.0%	36.0%	51.2%	49.5%	

		Zip Code			
		96148	96160	96161	96162
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	67.1%	44.7%	45.7%	.0%
		2	6	100	7
	Somewhat Satisfied	13.2%	55.2%	33.1%	99.9%
		1	0	9	0
	Somewhat Dissatisfied	6.2%	.0%	3.1%	.0%
		1	0	12	0
	4.8%	.0%	4.0%	.0%	
	1	0	42	0	
DK/NA	8.7%	.0%	14.1%	.0%	
Total	14	11	301	7	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	1	5	107	0
		7.4%	44.7%	35.5%	.0%
	Somewhat Satisfied	10	4	116	7
		72.5%	37.1%	38.4%	99.9%
	Somewhat Dissatisfied	1	0	12	0
		6.2%	.0%	4.1%	.0%
	1	0	7	0	
Very Dissatisfied	4.8%	.0%	2.4%	.0%	
	1	2	59	0	
DK/NA	9.0%	18.2%	19.5%	.1%	
Total	14	11	301	7	
12G. Provide a playground on airport grounds	Very Satisfied	8	5	97	0
		53.6%	44.7%	32.2%	.0%
	Somewhat Satisfied	3	0	83	0
		17.9%	.0%	27.7%	.0%
	Somewhat Dissatisfied	1	4	12	0
		6.2%	37.1%	3.8%	.0%
	1	0	11	0	
Very Dissatisfied	4.8%	.0%	3.5%	.0%	
	2	2	99	7	
DK/NA	17.5%	18.2%	32.8%	99.9%	

Comparisons of Column Proportions^{b,c}

		Zip Code						
		95728	96140	96141	96142	96143	96145	96146
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				B			
	Somewhat Satisfied	a		a				
	Somewhat Dissatisfied			a	a	a		
	Very Dissatisfied				a			
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA							
	Very Satisfied				BF	F		
	Somewhat Satisfied	a		a				
	Somewhat Dissatisfied				a			
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied			EFGJ				
	DK/NA					J	J	
	Very Satisfied				BCFIJK			
	Somewhat Satisfied	a		a			E	
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied	a						
	Very Dissatisfied							
	DK/NA							
	Very Satisfied							
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied							
	Somewhat Dissatisfied	a		a		a		
	Very Dissatisfied	a		a		a	a	
	DK/NA		J	J				
12F. Provide space for community events and meetings at the airport office	Very Satisfied				BCEFG...			
	Somewhat Satisfied	a		a				
	Somewhat Dissatisfied	a		a				
	Very Dissatisfied	a		a				
12G. Provide a playground on airport grounds	DK/NA							
	Very Satisfied							
	Somewhat Satisfied	a		a				
	Somewhat Dissatisfied	a		a			J	

Comparisons of Column Proportions^{b,c}

		Zip Code			
		96148	96160	96161	96162
		(H)	(I)	(J)	(K)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				
	Somewhat Satisfied		ABCDEFGHIJK		
	Somewhat Dissatisfied				
	Very Dissatisfied				a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA				A EFGHIJ
	Very Satisfied	F	F		a
	Somewhat Satisfied				
	Somewhat Dissatisfied		EF		
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied				
	DK/NA				BCEGHIJ
	Very Satisfied				
	Somewhat Satisfied		ACEHJ		CEH
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied				
	Very Dissatisfied				
	DK/NA				
	Very Satisfied				
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	F			
	Somewhat Dissatisfied		EJ		a
	Very Dissatisfied				
	DK/NA				GIJ
12F. Provide space for community events and meetings at the airport office	Very Satisfied				
	Somewhat Satisfied				BEFHJ
	Somewhat Dissatisfied				a
	Very Dissatisfied		a		a
12G. Provide a playground on airport grounds	DK/NA				
	Very Satisfied				
	Somewhat Satisfied				ABDE
	Somewhat Dissatisfied				a
12G. Provide a playground on airport grounds	Very Dissatisfied				
	DK/NA				
	Very Satisfied	BF			
	Somewhat Satisfied		EFJ		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
12A. Provide high quality community aviation facilities and services to meet local needs	Total	319	2	26	24	7	70
	Very Satisfied	93	1	4	1	0	25
		29.3%	54.8%	15.6%	3.9%	.0%	36.4%
	Somewhat Satisfied	128	1	13	11	6	30
		40.2%	34.9%	50.2%	47.5%	86.7%	42.5%
	Somewhat Dissatisfied	15	0	0	0	1	3
		4.8%	.0%	.8%	.0%	13.3%	3.8%
Very Dissatisfied	9	0	1	2	0	1	
	2.7%	.0%	2.8%	8.7%	.0%	1.8%	
DK/NA	73	0	8	9	0	11	
	23.0%	10.2%	30.5%	39.9%	.0%	15.5%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	319	2	26	24	7	70
	Very Satisfied	72	2	3	5	4	22
		22.7%	89.8%	12.1%	20.3%	52.7%	31.7%
	Somewhat Satisfied	120	0	10	7	2	26
		37.7%	.0%	37.9%	31.3%	34.0%	37.0%
	Somewhat Dissatisfied	58	0	8	1	1	10
		18.2%	10.2%	31.2%	4.8%	13.3%	14.6%
Very Dissatisfied	39	0	2	2	0	5	
	12.1%	.0%	6.0%	8.6%	.0%	6.6%	
DK/NA	30	0	3	8	0	7	
	9.3%	.0%	12.7%	35.0%	.0%	10.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	319	2	26	24	7	70
	Very Satisfied	115	1	5	7	1	35
		36.2%	34.9%	19.3%	28.1%	10.4%	50.4%
	Somewhat Satisfied	136	1	17	15	5	22
		42.5%	65.0%	65.8%	62.3%	76.4%	31.6%
	Somewhat Dissatisfied	32	0	0	0	1	7
		10.0%	.0%	.0%	1.8%	13.3%	10.0%
Very Dissatisfied	14	0	1	0	0	2	
	4.3%	.0%	2.8%	.0%	.0%	3.2%	
DK/NA	22	0	3	2	0	3	
	6.9%	.0%	12.1%	7.9%	.0%	4.8%	
12D. Manage taxpayer dollars and public funds	Total	319	2	26	24	7	70
	Very Satisfied	52	0	0	0	0	21
		16.2%	19.9%	.8%	1.8%	.0%	30.6%
	Somewhat Satisfied	110	0	10	7	2	19
		34.6%	.0%	40.1%	28.1%	23.6%	27.1%
	Somewhat Dissatisfied	30	0	4	6	0	5
		9.5%	.0%	14.0%	25.8%	.0%	7.5%
Very Dissatisfied	30	0	0	0	1	2	
	9.4%	.0%	.0%	.0%	13.3%	3.2%	
DK/NA	96	2	12	10	4	22	
	30.2%	80.1%	45.1%	44.4%	63.1%	31.6%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	319	2	26	24	7	70
	Very Satisfied	142	1	4	12	4	42

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
12A. Provide high quality community aviation facilities and services to meet local needs	Total	7	7	6	2
	Very Satisfied	0	0	2	0
		.0%	.0%	32.2%	.0%
	Somewhat Satisfied	4	7	3	0
		63.0%	90.1%	41.6%	.0%
	Somewhat Dissatisfied	0	0	0	0
		5.6%	.0%	6.4%	.0%
Very Dissatisfied	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	2	1	1	2	
	31.4%	9.9%	19.8%	100.0%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	7	7	6	2
	Very Satisfied	1	0	1	0
		15.7%	.0%	19.4%	.0%
	Somewhat Satisfied	3	7	2	2
		41.0%	90.1%	32.8%	69.5%
	Somewhat Dissatisfied	2	0	1	1
		37.7%	.0%	21.6%	30.5%
Very Dissatisfied	0	0	0	0	
	5.6%	.0%	6.4%	.0%	
DK/NA	0	1	1	0	
	.0%	9.9%	19.8%	.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	7	7	6	2
	Very Satisfied	2	0	4	0
		31.4%	5.6%	68.0%	.0%
	Somewhat Satisfied	4	6	2	0
		57.5%	84.5%	25.6%	.0%
	Somewhat Dissatisfied	0	0	0	2
		.0%	.0%	.0%	69.5%
Very Dissatisfied	1	0	0	0	
	11.1%	.0%	.0%	.0%	
DK/NA	0	1	0	1	
	.0%	9.9%	6.4%	30.5%	
12D. Manage taxpayer dollars and public funds	Total	7	7	6	2
	Very Satisfied	1	0	2	0
		14.2%	.0%	32.1%	.0%
	Somewhat Satisfied	2	7	1	0
		31.4%	90.1%	16.7%	.0%
	Somewhat Dissatisfied	0	0	0	0
		5.6%	.0%	6.4%	.0%
Very Dissatisfied	1	0	0	1	
	11.1%	.0%	6.4%	30.5%	
DK/NA	2	1	2	2	
	37.7%	9.9%	38.3%	69.5%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	7	7	6	2
	Very Satisfied	3	0	6	1

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
12A. Provide high quality community aviation facilities and services to meet local needs	Total	13	42	24	58	26
	Very Satisfied	1 9.2%	9 21.1%	11 46.1%	23 40.7%	11 42.5%
	Somewhat Satisfied	5 40.4%	16 38.4%	6 27.3%	19 33.0%	7 27.0%
	Somewhat Dissatisfied	2 16.1%	2 4.6%	1 5.2%	3 4.6%	3 11.0%
	Very Dissatisfied	0 .0%	2 5.8%	0 1.0%	1 1.6%	1 3.9%
	DK/NA	5 34.3%	12 30.1%	5 20.4%	12 20.1%	4 15.6%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	13	42	24	58	26
	Very Satisfied	1 9.1%	2 5.3%	5 20.4%	16 28.0%	10 36.7%
	Somewhat Satisfied	4 28.2%	15 35.5%	8 35.4%	21 37.0%	9 36.3%
	Somewhat Dissatisfied	4 32.8%	13 30.6%	5 22.2%	10 17.4%	0 1.6%
	Very Dissatisfied	4 29.9%	11 26.9%	4 18.0%	5 9.5%	5 18.2%
	DK/NA	0 .0%	1 1.8%	1 4.0%	5 8.1%	2 7.2%
12C. Provide residents with information on airport events, operations, and activities	Total	13	42	24	58	26
	Very Satisfied	4 32.4%	10 23.5%	14 58.4%	21 35.6%	12 44.6%
	Somewhat Satisfied	6 45.8%	14 33.8%	8 32.1%	26 44.8%	10 36.9%
	Somewhat Dissatisfied	3 21.8%	11 26.2%	1 4.2%	0 .7%	3 10.2%
	Very Dissatisfied	0 .0%	5 12.1%	0 1.0%	3 5.0%	2 7.5%
	DK/NA	0 .0%	2 4.4%	1 4.4%	8 13.8%	0 .8%
12D. Manage taxpayer dollars and public funds	Total	13	42	24	58	26
	Very Satisfied	0 .0%	3 7.1%	4 15.9%	9 15.8%	10 39.5%
	Somewhat Satisfied	7 53.0%	15 35.3%	6 24.8%	27 46.9%	8 31.4%
	Somewhat Dissatisfied	3 19.1%	6 14.0%	2 7.9%	4 7.5%	0 .0%
	Very Dissatisfied	2 18.4%	7 16.0%	2 10.1%	5 8.8%	5 17.4%
	DK/NA	1 9.5%	11 27.7%	10 41.3%	12 20.9%	3 11.7%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	13	42	24	58	26
	Very Satisfied	3	13	13	24	14

		Neighborhood
		DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	5
	Very Satisfied	4 82.1%
	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	0 .0%
	DK/NA	1 17.9%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	5
	Very Satisfied	0 8.1%
	Somewhat Satisfied	4 78.1%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	0 .0%
	DK/NA	1 13.8%
12C. Provide residents with information on airport events, operations, and activities	Total	5
	Very Satisfied	0 4.0%
	Somewhat Satisfied	0 4.0%
	Somewhat Dissatisfied	4 78.1%
	Very Dissatisfied	0 .0%
	DK/NA	1 13.8%
12D. Manage taxpayer dollars and public funds	Total	5
	Very Satisfied	0 4.0%
	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	4 74.1%
	DK/NA	1 21.9%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	5
	Very Satisfied	1

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	44.6%	54.9%	16.9%	51.4%	63.1%	60.6%
	Somewhat Satisfied	113 35.3%	1 45.1%	12 45.5%	9 39.9%	2 23.6%	16 23.3%
	Somewhat Dissatisfied	9 3.0%	0 .0%	1 2.8%	0 .0%	1 13.3%	3 4.2%
	Very Dissatisfied	12 3.8%	0 .0%	0 1.6%	1 5.5%	0 .0%	1 1.8%
	DK/NA	42 13.3%	0 .0%	9 33.2%	1 3.3%	0 .0%	7 10.0%
	Total	319	2	26	24	7	70
12F. Provide space for community events and meetings at the airport office	Very Satisfied	112 35.0%	0 .0%	4 14.1%	5 21.2%	4 52.7%	38 53.7%
	Somewhat Satisfied	127 39.8%	1 54.8%	9 36.6%	15 63.7%	2 23.6%	23 32.4%
	Somewhat Dissatisfied	12 3.9%	0 .0%	1 2.8%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	7 2.3%	0 .0%	0 1.6%	1 5.5%	1 13.3%	1 1.8%
	DK/NA	61 19.1%	1 45.2%	12 44.9%	2 9.6%	1 10.4%	8 12.1%
	Total	319	2	26	24	7	70
12G. Provide a playground on airport grounds	Very Satisfied	102 31.9%	1 30.1%	2 8.0%	5 20.3%	4 63.1%	33 46.6%
	Somewhat Satisfied	83 26.1%	1 69.9%	4 13.6%	9 37.2%	2 23.6%	14 19.9%
	Somewhat Dissatisfied	16 4.9%	0 .0%	1 5.0%	0 .0%	1 13.3%	7 9.7%
	Very Dissatisfied	11 3.3%	0 .0%	0 .0%	0 .0%	0 .0%	3 3.8%
	DK/NA	108 33.8%	0 .0%	19 73.4%	10 42.5%	0 .0%	14 20.0%
	Total	319	2	26	24	7	70

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	45.6%	5.6%	93.6%	30.5%
	Somewhat Satisfied	3 48.8%	6 84.5%	0 6.4%	2 69.5%
	Somewhat Dissatisfied	0 5.6%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 9.9%	0 .0%	0 .0%
	Total	7	7	6	2
12F. Provide space for community events and meetings at the airport office	Very Satisfied	1 14.2%	0 .0%	2 32.1%	0 .0%
	Somewhat Satisfied	3 42.5%	7 90.1%	3 52.6%	1 39.0%
	Somewhat Dissatisfied	0 5.6%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	2 37.7%	1 9.9%	1 15.3%	1 61.0%
	Total	7	7	6	2
12G. Provide a playground on airport grounds	Very Satisfied	4 61.2%	0 .0%	2 36.1%	0 .0%
	Somewhat Satisfied	1 11.1%	7 90.1%	0 6.4%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 6.4%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	2 27.6%	1 9.9%	3 51.1%	2 100.0%
	Total	7	7	6	2

	Neighborhood					
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	21.8%	31.6%	55.9%	40.9%	54.2%
	Somewhat Satisfied	42.6%	50.2%	20.5%	37.1%	28.9%
	Somewhat Dissatisfied	.0%	.6%	9.2%	3.6%	.0%
	Very Dissatisfied	.0%	4.2%	1.0%	3.7%	3.9%
	DK/NA	35.6%	13.4%	13.5%	14.7%	12.9%
	Total	13	42	24	58	26
12F. Provide space for community events and meetings at the airport office	Very Satisfied	22.5%	23.8%	44.4%	36.4%	52.9%
	Somewhat Satisfied	30.4%	32.1%	32.3%	45.3%	30.1%
	Somewhat Dissatisfied	15.3%	11.1%	3.1%	3.8%	6.2%
	Very Dissatisfied	7.6%	1.0%	1.0%	.0%	6.7%
	DK/NA	24.1%	32.0%	19.3%	14.4%	4.0%
	Total	13	42	24	58	26
12G. Provide a playground on airport grounds	Very Satisfied	16.4%	31.2%	24.8%	32.7%	41.4%
	Somewhat Satisfied	31.6%	32.9%	16.5%	28.0%	16.3%
	Somewhat Dissatisfied	9.9%	2.3%	5.3%	2.3%	4.7%
	Very Dissatisfied	.0%	6.6%	3.1%	3.6%	8.3%
	DK/NA	42.1%	27.0%	50.3%	33.4%	29.3%
	Total	13	42	24	58	26

	Neighborhood	
	DK/NA	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	12.1%
	Somewhat Satisfied	13.8%
	Somewhat Dissatisfied	.0%
	Very Dissatisfied	74.1%
	DK/NA	.0%
	Total	5
12F. Provide space for community events and meetings at the airport office	Very Satisfied	8.1%
	Somewhat Satisfied	78.1%
	Somewhat Dissatisfied	.0%
	Very Dissatisfied	.0%
	DK/NA	13.8%
	Total	5
12G. Provide a playground on airport grounds	Very Satisfied	4.0%
	Somewhat Satisfied	74.1%
	Somewhat Dissatisfied	.0%
	Very Dissatisfied	4.0%
	DK/NA	17.9%
	Total	5

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				a	
	Somewhat Satisfied			a		
	Somewhat Dissatisfied	a				
	Very Dissatisfied	a			a	
	DK/NA				a	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	K			K	
	Somewhat Satisfied	a				
	Somewhat Dissatisfied				a	
	Very Dissatisfied	a		K	a	
	DK/NA				a	
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied			a	a	
	Very Dissatisfied	a			a	
	DK/NA	a			a	
12D. Manage taxpayer dollars and public funds	Very Satisfied	a				
	Somewhat Satisfied	a			a	
	Somewhat Dissatisfied	a				
	Very Dissatisfied					
	DK/NA					B
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied					
	Somewhat Satisfied	a		a		
	Somewhat Dissatisfied	a			a	
	Very Dissatisfied	a			a	
	DK/NA	a				B
12F. Provide space for community events and meetings at the airport office	Very Satisfied					
	Somewhat Satisfied	a		a	a	
	Somewhat Dissatisfied	a				
	Very Dissatisfied					
	DK/NA		E			B
12G. Provide a playground on airport grounds	Very Satisfied					
	Somewhat Satisfied	a				
	Somewhat Dissatisfied	a				
	Very Dissatisfied			a	a	
	DK/NA		E K		a	

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Gray's Crossing (F)	Martis Valley Estates (G)	Northstar/Lahontan (H)	Old Greenwood (I)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a	a		a
	Somewhat Satisfied				a
	Somewhat Dissatisfied		a		a
	Very Dissatisfied	a	a	a	a
	DK/NA				a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied		a		a
	Somewhat Satisfied				
	Somewhat Dissatisfied		a		
	Very Dissatisfied		a		a
	DK/NA	a			a
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied				a
	Somewhat Satisfied	a	a	a	a
	Somewhat Dissatisfied		a	a	B C M
	Very Dissatisfied				a
	DK/NA	a			a
12D. Manage taxpayer dollars and public funds	Very Satisfied				a
	Somewhat Satisfied		E		a
	Somewhat Dissatisfied		a		a
	Very Dissatisfied				
	DK/NA			B	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied				a
	Somewhat Satisfied		a	a	a
	Somewhat Dissatisfied	a	a	a	a
	Very Dissatisfied	a		a	a
	DK/NA	a			a
12F. Provide space for community events and meetings at the airport office	Very Satisfied				a
	Somewhat Satisfied				
	Somewhat Dissatisfied		a		a
	Very Dissatisfied	a	a	a	a
	DK/NA				
12G. Provide a playground on airport grounds	Very Satisfied		a		a
	Somewhat Satisfied		B E L N		a
	Somewhat Dissatisfied	a			a
	Very Dissatisfied	a	a		a
	DK/NA				a

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			C		
	Somewhat Satisfied					
	Somewhat Dissatisfied					
	Very Dissatisfied	a				
	DK/NA	.				
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied					
	Very Dissatisfied	a				
	DK/NA	.				
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied		M			
	Very Dissatisfied	a				
	DK/NA	.				
12D. Manage taxpayer dollars and public funds	Very Satisfied					B
	Somewhat Satisfied					
	Somewhat Dissatisfied					a
	Very Dissatisfied					.
	DK/NA					
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied					
	Somewhat Satisfied	a				
	Somewhat Dissatisfied	.				a
	Very Dissatisfied	.				
	DK/NA	.				
12F. Provide space for community events and meetings at the airport office	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied					
	Very Dissatisfied				a	
	DK/NA				.	
12G. Provide a playground on airport grounds	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied					
	Very Dissatisfied	a				
	DK/NA	.				

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	C
	Somewhat Satisfied	a
	Somewhat Dissatisfied	.
	Very Dissatisfied	a
	DK/NA	.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	a
	Very Dissatisfied	.
	DK/NA	.
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	B C E L M N
	Very Dissatisfied	a
	DK/NA	.
12D. Manage taxpayer dollars and public funds	Very Satisfied	
	Somewhat Satisfied	a
	Somewhat Dissatisfied	.
	Very Dissatisfied	B C E M
	DK/NA	.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	a
	Very Dissatisfied	B C E K L M N
	DK/NA	a
12F. Provide space for community events and meetings at the airport office	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	a
	Very Dissatisfied	.
	DK/NA	.
12G. Provide a playground on airport grounds	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	a
	Very Dissatisfied	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	19	66	142	92
	Very Satisfied	157	9	14	35	26
		29.8%	47.5%	21.4%	24.9%	27.7%
	Somewhat Satisfied	206	7	27	60	36
		39.0%	37.3%	41.4%	42.5%	38.7%
	Somewhat Dissatisfied	28	1	2	5	6
		5.2%	3.7%	3.0%	3.8%	6.4%
Very Dissatisfied	13	0	2	3	4	
	2.4%	.0%	3.8%	2.3%	4.7%	
DK/NA	124	2	20	38	21	
	23.5%	11.4%	30.4%	26.4%	22.6%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	19	66	142	92
	Very Satisfied	118	2	4	28	17
		22.3%	11.2%	6.8%	19.4%	18.5%
	Somewhat Satisfied	192	13	33	52	37
		36.4%	67.3%	50.1%	36.7%	39.8%
	Somewhat Dissatisfied	82	0	16	24	16
		15.6%	.0%	24.0%	17.1%	17.2%
Very Dissatisfied	55	1	4	17	13	
	10.5%	3.7%	6.7%	11.9%	14.2%	
DK/NA	80	3	8	21	9	
	15.2%	17.8%	12.5%	14.7%	10.2%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	19	66	142	92
	Very Satisfied	189	10	17	51	30
		35.9%	53.9%	26.5%	35.9%	32.4%
	Somewhat Satisfied	205	5	35	56	35
		38.8%	27.8%	53.7%	39.4%	38.3%
	Somewhat Dissatisfied	49	0	3	14	15
		9.3%	.0%	5.0%	9.6%	16.4%
Very Dissatisfied	21	1	1	5	3	
	4.0%	3.7%	1.1%	3.3%	3.1%	
DK/NA	63	3	9	17	9	
	11.9%	14.6%	13.6%	11.9%	9.9%	
12D. Manage taxpayer dollars and public funds	Total	527	19	66	142	92
	Very Satisfied	84	1	4	13	8
		16.0%	4.8%	6.8%	9.5%	9.2%
	Somewhat Satisfied	157	4	31	34	41
		29.8%	21.4%	46.7%	23.9%	44.7%
	Somewhat Dissatisfied	51	5	4	23	5
		9.6%	23.2%	6.0%	16.5%	5.3%
Very Dissatisfied	50	0	2	16	14	
	9.5%	.0%	2.5%	11.3%	15.2%	
DK/NA	185	10	25	55	24	
	35.0%	50.6%	38.0%	38.8%	25.6%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	19	66	142	92
	Very Satisfied	247	13	21	75	33

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	81	48	76	3
	Very Satisfied	32	9	32	0
		39.6%	17.9%	42.6%	.0%
	Somewhat Satisfied	34	11	27	3
		41.6%	23.4%	35.8%	100.0%
	Somewhat Dissatisfied	4	5	5	0
		4.9%	10.5%	6.0%	.0%
Very Dissatisfied	2	1	0	0	
	2.1%	2.2%	.0%	.0%	
DK/NA	9	22	12	0	
	11.8%	46.0%	15.5%	.0%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	81	48	76	3
	Very Satisfied	26	7	34	0
		32.2%	13.7%	44.6%	.0%
	Somewhat Satisfied	31	8	15	3
		38.1%	16.5%	19.9%	100.0%
	Somewhat Dissatisfied	12	4	10	0
		14.4%	8.6%	13.8%	.0%
Very Dissatisfied	7	9	4	0	
	8.8%	19.3%	5.2%	.0%	
DK/NA	5	20	12	0	
	6.4%	41.9%	16.5%	.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	81	48	76	3
	Very Satisfied	35	10	33	3
		43.0%	20.2%	43.6%	100.0%
	Somewhat Satisfied	29	16	28	0
		35.6%	32.8%	37.3%	.0%
	Somewhat Dissatisfied	10	2	4	0
		12.8%	5.1%	5.5%	.0%
Very Dissatisfied	5	6	2	0	
	6.5%	11.8%	2.0%	.0%	
DK/NA	2	15	9	0	
	2.2%	30.2%	11.6%	.0%	
12D. Manage taxpayer dollars and public funds	Total	81	48	76	3
	Very Satisfied	22	6	30	0
		26.9%	11.9%	39.0%	.0%
	Somewhat Satisfied	21	8	15	3
		25.9%	16.7%	19.9%	100.0%
	Somewhat Dissatisfied	6	3	5	0
		7.7%	5.4%	6.7%	.0%
Very Dissatisfied	5	8	6	0	
	5.6%	15.7%	8.4%	.0%	
DK/NA	27	24	20	0	
	33.8%	50.3%	26.0%	.0%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	81	48	76	3
	Very Satisfied	43	10	49	3

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	66.5%	31.5%	52.9%	35.8%
		162	3	24	34	41
	Somewhat Satisfied	30.8%	14.9%	35.8%	24.2%	43.9%
		15	0	2	2	3
	Somewhat Dissatisfied	2.8%	2.1%	2.4%	1.2%	3.7%
		14	0	1	6	2
	Very Dissatisfied	2.6%	.0%	1.4%	4.3%	2.3%
	DK/NA	17.0%	16.5%	28.9%	17.5%	14.3%
	Total	527	19	66	142	92
12F. Provide space for community events and meetings at the airport office	Very Satisfied	33.2%	16.4%	25.1%	31.4%	30.7%
		175	3	16	45	28
	Somewhat Satisfied	39.0%	58.3%	37.4%	43.2%	38.9%
		206	11	25	61	36
	Somewhat Dissatisfied	3.1%	3.7%	3.0%	1.2%	7.1%
		17	1	2	2	7
	Very Dissatisfied	1.9%	.0%	.0%	1.4%	2.8%
	DK/NA	22.7%	21.5%	34.5%	22.8%	20.5%
	Total	527	19	66	142	92
12G. Provide a playground on airport grounds	Very Satisfied	28.9%	29.1%	19.6%	35.9%	15.9%
		152	6	13	51	15
	Somewhat Satisfied	24.7%	33.3%	27.8%	23.3%	35.7%
		130	6	18	33	33
	Somewhat Dissatisfied	4.3%	.0%	.0%	.0%	4.4%
		23	0	0	0	4
	Very Dissatisfied	4.4%	.0%	3.2%	4.4%	3.8%
	DK/NA	37.7%	37.6%	49.4%	36.4%	40.2%
	Total	527	19	66	142	92

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	52.9%	21.8%	64.2%	100.0%
		27	16	18	0
	Somewhat Satisfied	33.0%	33.9%	23.8%	.0%
		4	3	0	0
	Somewhat Dissatisfied	5.5%	6.6%	.1%	.0%
		2	2	0	0
	Very Dissatisfied	2.6%	4.3%	.6%	.0%
	DK/NA	6.0%	33.4%	11.3%	.0%
	Total	81	48	76	3
12F. Provide space for community events and meetings at the airport office	Very Satisfied	43.5%	18.4%	46.8%	100.0%
		35	9	35	3
	Somewhat Satisfied	34.4%	38.9%	34.6%	.0%
		28	19	26	0
	Somewhat Dissatisfied	3.0%	1.8%	2.9%	.0%
		2	1	2	0
	Very Dissatisfied	3.3%	5.6%	.0%	.0%
	DK/NA	15.9%	35.4%	15.7%	.0%
	Total	81	48	76	3
12G. Provide a playground on airport grounds	Very Satisfied	43.0%	11.7%	32.6%	100.0%
		35	6	25	3
	Somewhat Satisfied	22.3%	14.4%	18.9%	.0%
		18	7	14	0
	Somewhat Dissatisfied	13.0%	5.7%	7.3%	.0%
		10	3	6	0
	Very Dissatisfied	4.3%	9.5%	4.4%	.0%
	DK/NA	17.4%	58.6%	36.7%	.0%
	Total	81	48	76	3

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				
	Somewhat Satisfied				
	Somewhat Dissatisfied	a			
	Very Dissatisfied	.			
	DK/NA				
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied				
	Somewhat Satisfied	F G	F G		
	Somewhat Dissatisfied	a			
	Very Dissatisfied	.			
	DK/NA				
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied				
	Somewhat Satisfied	a			
	Somewhat Dissatisfied	.			
	Very Dissatisfied				
	DK/NA				
12D. Manage taxpayer dollars and public funds	Very Satisfied				
	Somewhat Satisfied		C F G		C F G
	Somewhat Dissatisfied				
	Very Dissatisfied	a			
	DK/NA				
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	F		F	
	Somewhat Satisfied				C
	Somewhat Dissatisfied	a			
	Very Dissatisfied	.			
	DK/NA		E		
12F. Provide space for community events and meetings at the airport office	Very Satisfied				
	Somewhat Satisfied				
	Somewhat Dissatisfied	a	a		
	Very Dissatisfied	.			
	DK/NA				
12G. Provide a playground on airport grounds	Very Satisfied			D F	
	Somewhat Satisfied	a	a		
	Somewhat Dissatisfied	.			
	Very Dissatisfied	.			
	DK/NA		E		E

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied			a	a
	DK/NA		E G		a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	B		B C D F	a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA		B C D E G		a
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied				a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA				a
12D. Manage taxpayer dollars and public funds	Very Satisfied	B C D		B C D F	a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA				a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	F		B D F	a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA		E		a
12F. Provide space for community events and meetings at the airport office	Very Satisfied			F	a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA				a
12G. Provide a playground on airport grounds	Very Satisfied	D F			a
	Somewhat Satisfied				a
	Somewhat Dissatisfied				a
	Very Dissatisfied				a
	DK/NA		E		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	154	369	4
	Very Satisfied	157	35	122	0
		29.8%	22.8%	33.1%	.0%
	Somewhat Satisfied	206	68	137	1
		39.0%	43.9%	37.1%	24.4%
	Somewhat Dissatisfied	28	3	22	3
		5.2%	1.7%	6.1%	55.8%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	154	369	4
	Very Satisfied	118	20	97	1
		22.3%	12.8%	26.4%	16.2%
	Somewhat Satisfied	192	64	128	0
		36.4%	41.7%	34.6%	.0%
	Somewhat Dissatisfied	82	29	53	0
		15.6%	18.7%	14.4%	8.2%
12C. Provide residents with information on airport events, operations, and activities	Total	527	154	369	4
	Very Satisfied	189	32	157	0
		35.9%	20.8%	42.6%	3.6%
	Somewhat Satisfied	205	74	129	1
		38.8%	48.3%	35.0%	24.4%
	Somewhat Dissatisfied	49	18	29	3
		9.3%	11.4%	7.8%	55.8%
12D. Manage taxpayer dollars and public funds	Total	527	154	369	4
	Very Satisfied	84	19	66	0
		16.0%	12.1%	17.8%	.0%
	Somewhat Satisfied	157	40	117	0
		29.8%	25.8%	31.9%	.0%
	Somewhat Dissatisfied	51	23	28	0
		9.6%	14.8%	7.5%	8.2%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	154	369	4
	Very Satisfied	247	53	193	1

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	34.3%	52.3%	19.8%
		162	53	106	4
	Somewhat Satisfied	30.8%	34.4%	28.7%	80.2%
		15	2	13	0
	Somewhat Dissatisfied	2.8%	1.0%	3.6%	.0%
		14	5	9	0
	Very Dissatisfied	2.6%	3.3%	2.3%	.0%
12F. Provide space for community events and meetings at the airport office	DK/NA	17.0%	27.0%	13.1%	.0%
		90	42	48	0
	Total	527	154	369	4
	Very Satisfied	175	35	139	1
		33.2%	22.8%	37.8%	11.8%
	Somewhat Satisfied	206	61	142	3
		39.0%	39.6%	38.4%	72.0%
12G. Provide a playground on airport grounds	Somewhat Dissatisfied	17	5	11	0
		3.1%	3.4%	3.1%	.0%
	Very Dissatisfied	10	0	10	0
		1.9%	.0%	2.7%	.0%
	DK/NA	120	53	66	1
		22.7%	34.3%	18.0%	16.2%
	Total	527	154	369	4
12H. Provide a playground on airport grounds	Very Satisfied	152	40	112	0
		28.9%	25.9%	30.5%	.0%
	Somewhat Satisfied	130	41	86	4
		24.7%	26.4%	23.3%	80.2%
	Somewhat Dissatisfied	23	2	21	0
		4.3%	1.3%	5.7%	.0%
	Very Dissatisfied	23	3	20	0
	4.4%	2.1%	5.4%	.0%	
12I. Provide a playground on airport grounds	DK/NA	199	68	130	1
		37.7%	44.2%	35.2%	19.8%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		A	a
	Somewhat Satisfied			.
	Somewhat Dissatisfied			A B
	Very Dissatisfied			a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA			.
	Very Satisfied		A	a
	Somewhat Satisfied			.
	Somewhat Dissatisfied			A B
12C. Provide residents with information on airport events, operations, and activities	DK/NA			.
	Very Satisfied	B	A	a
	Somewhat Satisfied			A B
	Somewhat Dissatisfied			a
12D. Manage taxpayer dollars and public funds	DK/NA			.
	Very Satisfied			a
	Somewhat Satisfied	B		.
	Somewhat Dissatisfied			A B
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	DK/NA			.
	Very Satisfied		A	a
	Somewhat Satisfied			a
	Somewhat Dissatisfied			a
12F. Provide space for community events and meetings at the airport office	DK/NA			.
	Very Satisfied		A	a
	Somewhat Satisfied			a
	Somewhat Dissatisfied	a		a
12G. Provide a playground on airport grounds	DK/NA			.
	Very Satisfied			a
	Somewhat Satisfied		A	B
	Somewhat Dissatisfied			a
	Very Dissatisfied			a
	DK/NA			.
	Very Satisfied			a
	Somewhat Satisfied			B
	Somewhat Dissatisfied			a
	Very Dissatisfied			.
	DK/NA			a
	Very Satisfied			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
12A. Provide high quality community aviation facilities and services to meet local needs	Total	369	365	3
	Very Satisfied	122	121	1
		33.1%	33.0%	39.5%
	Somewhat Satisfied	137	137	0
		37.1%	37.5%	.0%
	Somewhat Dissatisfied	22	22	0
		6.1%	6.2%	.0%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Dissatisfied	11	11	0
		2.9%	2.9%	.0%
	DK/NA	77	75	2
		20.8%	20.5%	60.5%
	Total	369	365	3
	Very Satisfied	97	97	1
		26.4%	26.5%	20.1%
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	128	127	1
		34.6%	34.7%	19.4%
	Somewhat Dissatisfied	53	53	0
		14.4%	14.5%	.0%
	Very Dissatisfied	41	41	0
		11.1%	11.2%	.0%
	DK/NA	50	48	2
	13.5%	13.1%	60.5%	
12D. Manage taxpayer dollars and public funds	Total	369	365	3
	Very Satisfied	157	157	0
		42.6%	43.0%	.0%
	Somewhat Satisfied	129	128	1
		35.0%	35.2%	19.4%
	Somewhat Dissatisfied	29	28	1
		7.8%	7.7%	22.8%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Dissatisfied	15	15	0
		4.2%	4.2%	.0%
	DK/NA	38	36	2
		10.3%	9.9%	57.8%
	Total	369	365	3
	Very Satisfied	66	65	0
		17.8%	17.9%	7.1%
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied	117	117	1
		31.9%	32.0%	19.4%
	Somewhat Dissatisfied	28	28	0
		7.5%	7.5%	.0%
	Very Dissatisfied	41	41	0
		11.0%	11.1%	.0%
	DK/NA	117	115	2
	31.9%	31.5%	73.5%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	369	365	3
	Very Satisfied	193	192	1

		Prime/Secondary Residence		
		Total	Primary home	Second home
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	52.3%	52.6%	20.1%
	Somewhat Satisfied	106 28.7%	105 28.7%	1 19.4%
	Somewhat Dissatisfied	13 3.6%	13 3.5%	1 22.8%
	Very Dissatisfied	9 2.3%	9 2.4%	0 .0%
	DK/NA	48 13.1%	47 12.9%	1 37.7%
	Total	369	365	3
12F. Provide space for community events and meetings at the airport office	Very Satisfied	139 37.8%	139 38.1%	0 7.1%
	Somewhat Satisfied	142 38.4%	141 38.5%	1 32.4%
	Somewhat Dissatisfied	11 3.1%	11 3.1%	0 .0%
	Very Dissatisfied	10 2.7%	10 2.7%	0 .0%
	DK/NA	66 18.0%	64 17.6%	2 60.5%
	Total	369	365	3
12G. Provide a playground on airport grounds	Very Satisfied	112 30.5%	112 30.7%	0 7.1%
	Somewhat Satisfied	86 23.3%	86 23.5%	0 .0%
	Somewhat Dissatisfied	21 5.7%	21 5.7%	0 .0%
	Very Dissatisfied	20 5.4%	20 5.4%	0 .0%
	DK/NA	130 35.2%	127 34.7%	3 92.9%
	Total	369	365	3

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		a
	Somewhat Satisfied		a
	Somewhat Dissatisfied		a
	Very Dissatisfied		.
	DK/NA		.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied		.
	Somewhat Satisfied		a
	Somewhat Dissatisfied		a
	Very Dissatisfied		.
	DK/NA		A
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		A
12D. Manage taxpayer dollars and public funds	Very Satisfied		.
	Somewhat Satisfied		a
	Somewhat Dissatisfied		a
	Very Dissatisfied		.
	DK/NA		.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		.
12F. Provide space for community events and meetings at the airport office	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		a
	Very Dissatisfied		a
	DK/NA		.
12G. Provide a playground on airport grounds	Very Satisfied		.
	Somewhat Satisfied		a
	Somewhat Dissatisfied		a
	Very Dissatisfied		.
	DK/NA		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	2	2	8	397
	Very Satisfied	157	0	0	2	119
		29.8%	.0%	.0%	30.3%	30.1%
	Somewhat Satisfied	206	0	0	3	158
		39.0%	.0%	.0%	33.5%	39.8%
	Somewhat Dissatisfied	28	2	0	1	25
		5.2%	100.0%	.0%	8.7%	6.3%
Very Dissatisfied	13	0	0	0	11	
	2.4%	.0%	.0%	.0%	2.8%	
DK/NA	124	0	2	2	83	
	23.5%	.0%	100.0%	27.4%	21.0%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	2	2	8	397
	Very Satisfied	118	0	0	0	81
		22.3%	.0%	.0%	.0%	20.4%
	Somewhat Satisfied	192	0	0	3	160
		36.4%	.0%	.0%	42.2%	40.3%
	Somewhat Dissatisfied	82	2	1	3	62
		15.6%	100.0%	59.9%	42.8%	15.7%
Very Dissatisfied	55	0	1	0	45	
	10.5%	.0%	40.1%	.0%	11.4%	
DK/NA	80	0	0	1	48	
	15.2%	.0%	.0%	15.0%	12.2%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	2	2	8	397
	Very Satisfied	189	0	0	1	143
		35.9%	.0%	.0%	11.8%	36.1%
	Somewhat Satisfied	205	0	1	2	151
		38.8%	.0%	40.1%	21.8%	38.1%
	Somewhat Dissatisfied	49	0	1	4	41
		9.3%	.0%	59.9%	51.5%	10.3%
Very Dissatisfied	21	2	0	0	20	
	4.0%	100.0%	.0%	.0%	4.9%	
DK/NA	63	0	0	1	42	
	11.9%	.0%	.0%	15.0%	10.6%	
12D. Manage taxpayer dollars and public funds	Total	527	2	2	8	397
	Very Satisfied	84	0	0	0	51
		16.0%	.0%	.0%	.0%	12.9%
	Somewhat Satisfied	157	0	0	5	121
		29.8%	.0%	.0%	60.2%	30.5%
	Somewhat Dissatisfied	51	0	1	1	43
		9.6%	.0%	40.1%	13.1%	10.8%
Very Dissatisfied	50	2	0	0	41	
	9.5%	100.0%	.0%	.0%	10.4%	
DK/NA	185	0	1	2	141	
	35.0%	.0%	59.9%	26.7%	35.4%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	2	2	8	397
	Very Satisfied	247	2	0	3	179

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	96	1	1	7	14
	Very Satisfied	32	1	0	2	1
		32.8%	100.0%	28.6%	28.5%	6.0%
	Somewhat Satisfied	39	0	0	2	5
		40.1%	.0%	23.8%	22.8%	32.3%
	Somewhat Dissatisfied	0	0	0	0	0
		.0%	.0%	23.7%	.0%	.6%
Very Dissatisfied	0	0	0	1	1	
	.0%	.0%	.0%	10.4%	7.1%	
DK/NA	26	0	0	3	8	
	27.1%	.0%	23.9%	38.2%	54.0%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	96	1	1	7	14
	Very Satisfied	35	0	0	1	1
		36.4%	.0%	23.8%	6.9%	7.7%
	Somewhat Satisfied	25	1	0	3	0
		26.0%	100.0%	28.6%	34.1%	.0%
	Somewhat Dissatisfied	10	0	0	2	2
		10.5%	.0%	.1%	22.9%	16.2%
Very Dissatisfied	6	0	0	0	3	
	6.3%	.0%	23.7%	.0%	23.6%	
DK/NA	20	0	0	3	7	
	20.8%	.0%	23.8%	36.1%	52.5%	
12C. Provide residents with information on airport events, operations, and activities	Total	96	1	1	7	14
	Very Satisfied	38	1	0	1	5
		39.7%	100.0%	.1%	18.8%	36.1%
	Somewhat Satisfied	45	0	1	2	3
		46.6%	.0%	99.7%	25.7%	22.6%
	Somewhat Dissatisfied	0	0	0	1	2
		.0%	.0%	.0%	20.1%	12.1%
Very Dissatisfied	0	0	0	0	0	
	.0%	.0%	.1%	.0%	1.6%	
DK/NA	13	0	0	3	4	
	13.7%	.0%	.1%	35.5%	27.6%	
12D. Manage taxpayer dollars and public funds	Total	96	1	1	7	14
	Very Satisfied	30	1	0	0	2
		31.6%	100.0%	23.8%	.0%	13.2%
	Somewhat Satisfied	29	0	0	2	1
		30.0%	.0%	.0%	23.6%	6.3%
	Somewhat Dissatisfied	5	0	0	1	1
		5.0%	.0%	.0%	6.9%	7.2%
Very Dissatisfied	6	0	0	0	1	
	6.0%	.0%	23.8%	.0%	9.1%	
DK/NA	26	0	1	5	9	
	27.4%	.0%	52.4%	69.5%	64.2%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	96	1	1	7	14
	Very Satisfied	54	1	1	3	5

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	100.0%	.0%	43.4%	45.2%
		162	0	2	3	130
	Somewhat Satisfied	30.8%	.0%	100.0%	41.6%	32.7%
		15	0	0	0	13
	Somewhat Dissatisfied	2.8%	.0%	.0%	.0%	3.4%
		14	0	0	0	13
	Very Dissatisfied	2.6%	.0%	.0%	.0%	3.3%
		90	0	0	1	61
	DK/NA	17.0%	.0%	.0%	15.0%	15.4%
	Total	527	2	2	8	397
12F. Provide space for community events and meetings at the airport office	Very Satisfied	33.2%	.0%	.0%	12.5%	33.4%
		175	0	0	1	133
	Somewhat Satisfied	39.0%	100.0%	100.0%	52.1%	38.5%
		206	2	2	4	153
	Somewhat Dissatisfied	3.1%	.0%	.0%	8.7%	3.9%
		17	0	0	1	16
	Very Dissatisfied	1.9%	.0%	.0%	.0%	2.4%
		10	0	0	0	10
	DK/NA	22.7%	.0%	.0%	26.7%	21.7%
	Total	527	2	2	8	397
12G. Provide a playground on airport grounds	Very Satisfied	28.9%	.0%	.0%	13.1%	27.6%
		152	0	0	1	110
	Somewhat Satisfied	24.7%	.0%	.0%	63.2%	27.6%
		130	0	0	5	109
	Somewhat Dissatisfied	4.3%	100.0%	40.1%	.0%	4.2%
		23	2	1	0	17
	Very Dissatisfied	4.4%	.0%	.0%	.0%	4.0%
		23	0	0	0	16
	DK/NA	37.7%	.0%	59.9%	23.7%	36.6%
	Total	527	2	2	8	397

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	55.9%	100.0%	52.3%	35.4%	33.4%
		23	0	0	2	3
	Somewhat Satisfied	24.1%	.0%	.0%	22.2%	20.6%
		10	0	0	1	1
	Somewhat Dissatisfied	.0%	.0%	23.7%	6.9%	5.5%
		0	0	0	0	1
	Very Dissatisfied	.0%	.0%	.0%	.0%	4.3%
		19	0	0	3	5
	DK/NA	20.0%	.0%	24.0%	35.5%	36.2%
	Total	96	1	1	7	14
12F. Provide space for community events and meetings at the airport office	Very Satisfied	37.6%	100.0%	47.4%	18.8%	20.9%
		36	1	1	1	3
	Somewhat Satisfied	42.4%	.0%	.0%	25.0%	21.2%
		41	0	0	2	3
	Somewhat Dissatisfied	.0%	.0%	28.7%	.0%	.0%
		0	0	0	0	0
	Very Dissatisfied	.0%	.0%	.0%	.0%	1.6%
		19	0	0	4	8
	DK/NA	20.0%	.0%	23.9%	56.2%	56.2%
	Total	96	1	1	7	14
12G. Provide a playground on airport grounds	Very Satisfied	38.0%	100.0%	23.7%	17.3%	22.6%
		37	1	0	1	3
	Somewhat Satisfied	13.1%	.0%	28.6%	23.6%	6.3%
		13	0	0	2	1
	Somewhat Dissatisfied	4.1%	.0%	.0%	.0%	.0%
		4	0	0	0	0
	Very Dissatisfied	6.0%	.0%	23.7%	.0%	8.1%
		6	0	0	0	1
	DK/NA	38.7%	.0%	24.0%	59.0%	63.1%
	Total	96	1	1	7	14

Comparisons of Column Proportions ^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b	a,,b			
	Somewhat Satisfied	a,,b	a,,b			
	Somewhat Dissatisfied	a,,b	a,,b			.b
	Very Dissatisfied	a,,b	a,,b	.b		.b
	DK/NA	a,,b	a,,b			
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	a,,b	a,,b			D
	Somewhat Satisfied	a,,b	a,,b		I	
	Somewhat Dissatisfied	a,,b	a			
	Very Dissatisfied	a,,b	a	.b		
	DK/NA	a,,b	a,,b			
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	a,,b	a			
	Somewhat Satisfied	a,,b	a			
	Somewhat Dissatisfied	a,,b	a	D		.b
	Very Dissatisfied	a,,b	a,,b	.b		.b
	DK/NA	a,,b	a,,b			
12D. Manage taxpayer dollars and public funds	Very Satisfied	a,,b	a,,b	.b		D
	Somewhat Satisfied	a,,b	a			
	Somewhat Dissatisfied	a,,b	a,,b	.b		
	Very Dissatisfied	a,,b	a			
	DK/NA	a,,b	a,,b			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	a,,b	a,,b			
	Somewhat Satisfied	a,,b	a,,b			.b
	Somewhat Dissatisfied	a,,b	a,,b	.b		.b
	Very Dissatisfied	a,,b	a,,b			
	DK/NA	a,,b	a,,b			
12F. Provide space for community events and meetings at the airport office	Very Satisfied	a,,b	a,,b			
	Somewhat Satisfied	a,,b	a,,b			.b
	Somewhat Dissatisfied	a,,b	a,,b	.b		.b
	Very Dissatisfied	a,,b	a,,b			
	DK/NA	a,,b	a,,b			
12G. Provide a playground on airport grounds	Very Satisfied	a,,b	a,,b	E |	E	
	Somewhat Satisfied	a,,b	a			
	Somewhat Dissatisfied	a,,b	a,,b	.b		
	Very Dissatisfied	a,,b	a			
	DK/NA	a,,b	a			

Comparisons of Column Proportions ^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b	a		
	Somewhat Satisfied	a,,b	a		
	Somewhat Dissatisfied	a,,b	a	.b	
	Very Dissatisfied	a,,b	a,,b		
	DK/NA	a,,b	a		D
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	a,,b	a		
	Somewhat Satisfied	a,,b	a		
	Somewhat Dissatisfied	a,,b	a		
	Very Dissatisfied	a,,b	a	.b	
	DK/NA	a,,b	a		D
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	a,,b	a		
	Somewhat Satisfied	a,,b	a,,b		
	Somewhat Dissatisfied	a,,b	a		
	Very Dissatisfied	a,,b	a		
	DK/NA	a,,b	a		
12D. Manage taxpayer dollars and public funds	Very Satisfied	a,,b	a,,b		
	Somewhat Satisfied	a,,b	a,,b		
	Somewhat Dissatisfied	a,,b	a,,b	.b	
	Very Dissatisfied	a,,b	a		
	DK/NA	a,,b	a		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	a,,b	a,,b		
	Somewhat Satisfied	a,,b	a		
	Somewhat Dissatisfied	a,,b	a,,b	.b	
	Very Dissatisfied	a,,b	a		
	DK/NA	a,,b	a		
12F. Provide space for community events and meetings at the airport office	Very Satisfied	a,,b	a,,b		
	Somewhat Satisfied	a,,b	a	.b	.b
	Somewhat Dissatisfied	a,,b	a,,b	.b	
	Very Dissatisfied	a,,b	a		
	DK/NA	a,,b	a		D E
12G. Provide a playground on airport grounds	Very Satisfied	a,,b	a		
	Somewhat Satisfied	a,,b	a,,b		.b
	Somewhat Dissatisfied	a,,b	a		
	Very Dissatisfied	a,,b	a		
	DK/NA	a,,b	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
12A. Provide high quality community aviation facilities and services to meet local needs	Total	287	279	9
	Very Satisfied	78	78	0
		27.1%	28.0%	.0%
	Somewhat Satisfied	121	117	4
		42.1%	42.0%	46.2%
	Somewhat Dissatisfied	13	12	0
		4.4%	4.4%	4.1%
Very Dissatisfied	8	8	0	
	2.7%	2.7%	.0%	
DK/NA	68	64	4	
	23.7%	22.9%	49.7%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	287	279	9
	Very Satisfied	62	61	1
		21.7%	22.0%	11.5%
	Somewhat Satisfied	107	102	4
		37.1%	36.8%	48.6%
	Somewhat Dissatisfied	58	54	3
		20.0%	19.5%	35.8%
Very Dissatisfied	34	34	0	
	11.8%	12.0%	4.1%	
DK/NA	27	27	0	
	9.4%	9.7%	.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	287	279	9
	Very Satisfied	104	102	2
		36.1%	36.5%	23.0%
	Somewhat Satisfied	126	122	4
		43.7%	43.8%	42.2%
	Somewhat Dissatisfied	25	24	2
		8.8%	8.5%	18.5%
Very Dissatisfied	12	11	1	
	4.1%	4.0%	8.1%	
DK/NA	21	20	1	
	7.3%	7.3%	8.1%	
12D. Manage taxpayer dollars and public funds	Total	287	279	9
	Very Satisfied	41	40	1
		14.4%	14.5%	10.4%
	Somewhat Satisfied	102	100	2
		35.5%	35.9%	23.0%
	Somewhat Dissatisfied	30	30	0
		10.6%	10.8%	4.1%
Very Dissatisfied	22	20	1	
	7.5%	7.2%	16.3%	
DK/NA	92	88	4	
	32.1%	31.6%	46.2%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	287	279	9
	Very Satisfied	127	124	4

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	44.3%	44.4%	41.5%
	Somewhat Satisfied	104	100	5
		36.3%	35.7%	54.3%
	Somewhat Dissatisfied	9	9	0
		3.3%	3.3%	4.1%
	Very Dissatisfied	7	7	0
		2.5%	2.5%	.0%
DK/NA	39	39	0	
	13.6%	14.0%	.0%	
12F. Provide space for community events and meetings at the airport office	Total	287	279	9
	Very Satisfied	97	96	1
		33.8%	34.6%	10.4%
	Somewhat Satisfied	115	111	4
		40.0%	39.9%	41.6%
	Somewhat Dissatisfied	11	10	0
		3.7%	3.7%	4.1%
Very Dissatisfied	6	6	0	
	1.9%	2.0%	.0%	
DK/NA	59	55	4	
	20.5%	19.8%	43.9%	
12G. Provide a playground on airport grounds	Total	287	279	9
	Very Satisfied	91	87	4
		31.6%	31.1%	44.9%
	Somewhat Satisfied	75	74	1
		26.1%	26.7%	8.1%
	Somewhat Dissatisfied	14	14	0
		5.0%	5.1%	.0%
Very Dissatisfied	8	8	0	
	2.8%	2.9%	.0%	
DK/NA	99	95	4	
	34.5%	34.1%	46.9%	

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		a
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		.
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		.
	DK/NA		.
12D. Manage taxpayer dollars and public funds	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		.
	Very Dissatisfied		.
	DK/NA		.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied		.
	Somewhat Satisfied		a
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		.
12F. Provide space for community events and meetings at the airport office	Very Satisfied		.
	Somewhat Satisfied		.
	Somewhat Dissatisfied		a
	Very Dissatisfied		.
	DK/NA		.
12G. Provide a playground on airport grounds	Very Satisfied		.
	Somewhat Satisfied		a
	Somewhat Dissatisfied		.
	Very Dissatisfied		a
	DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
12A. Provide high quality community aviation facilities and services to meet local needs	Total	287	2	26	24	7	70
	Very Satisfied	78	1	4	1	0	25
		27.1%	54.8%	15.6%	3.9%	.0%	36.4%
	Somewhat Satisfied	121	1	13	11	6	30
		42.1%	34.9%	50.2%	47.5%	86.7%	42.5%
	Somewhat Dissatisfied	13	0	0	0	1	3
		4.4%	.0%	.8%	.0%	13.3%	3.8%
Very Dissatisfied	8	0	1	2	0	1	
	2.7%	.0%	2.8%	8.7%	.0%	1.8%	
DK/NA	68	0	8	9	0	11	
	23.7%	10.2%	30.5%	39.9%	.0%	15.5%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	287	2	26	24	7	70
	Very Satisfied	62	2	3	5	4	22
		21.7%	89.8%	12.1%	20.3%	52.7%	31.7%
	Somewhat Satisfied	107	0	10	7	2	26
		37.1%	.0%	37.9%	31.3%	34.0%	37.0%
	Somewhat Dissatisfied	58	0	8	1	1	10
		20.0%	10.2%	31.2%	4.8%	13.3%	14.6%
Very Dissatisfied	34	0	2	2	0	5	
	11.8%	.0%	6.0%	8.6%	.0%	6.6%	
DK/NA	27	0	3	8	0	7	
	9.4%	.0%	12.7%	35.0%	.0%	10.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	287	2	26	24	7	70
	Very Satisfied	104	1	5	7	1	35
		36.1%	34.9%	19.3%	28.1%	10.4%	50.4%
	Somewhat Satisfied	126	1	17	15	5	22
		43.7%	65.0%	65.8%	62.3%	76.4%	31.6%
	Somewhat Dissatisfied	25	0	0	0	1	7
		8.8%	.0%	.0%	1.8%	13.3%	10.0%
Very Dissatisfied	12	0	1	0	0	2	
	4.1%	.0%	2.8%	.0%	.0%	3.2%	
DK/NA	21	0	3	2	0	3	
	7.3%	.0%	12.1%	7.9%	.0%	4.8%	
12D. Manage taxpayer dollars and public funds	Total	287	2	26	24	7	70
	Very Satisfied	41	0	0	0	0	21
		14.4%	19.9%	.8%	1.8%	.0%	30.6%
	Somewhat Satisfied	102	0	10	7	2	19
		35.5%	.0%	40.1%	28.1%	23.6%	27.1%
	Somewhat Dissatisfied	30	0	4	6	0	5
		10.6%	.0%	14.0%	25.8%	.0%	7.5%
Very Dissatisfied	22	0	0	0	1	2	
	7.5%	.0%	.0%	.0%	13.3%	3.2%	
DK/NA	92	2	12	10	4	22	
	32.1%	80.1%	45.1%	44.4%	63.1%	31.6%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	287	2	26	24	7	70
	Very Satisfied	127	1	4	12	4	42

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
12A. Provide high quality community aviation facilities and services to meet local needs	Total	7	6	13	42	24
	Very Satisfied	0	2	1	9	11
		.0%	32.2%	9.2%	21.1%	46.1%
	Somewhat Satisfied	7	3	5	16	6
		90.1%	41.6%	40.4%	38.4%	27.3%
	Somewhat Dissatisfied	0	0	2	2	1
		.0%	6.4%	16.1%	4.6%	5.2%
Very Dissatisfied	0	0	0	2	0	
	.0%	.0%	.0%	5.8%	1.0%	
DK/NA	1	1	5	12	5	
	9.9%	19.8%	34.3%	30.1%	20.4%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	7	6	13	42	24
	Very Satisfied	0	1	1	2	5
		.0%	19.4%	9.1%	5.3%	20.4%
	Somewhat Satisfied	7	2	4	15	8
		90.1%	32.8%	28.2%	35.5%	35.4%
	Somewhat Dissatisfied	0	1	4	13	5
		.0%	21.6%	32.8%	30.6%	22.2%
Very Dissatisfied	0	0	4	11	4	
	.0%	6.4%	29.9%	26.9%	18.0%	
DK/NA	1	1	0	1	1	
	9.9%	19.8%	.0%	1.8%	4.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	7	6	13	42	24
	Very Satisfied	0	4	4	10	14
		5.6%	68.0%	32.4%	23.5%	58.4%
	Somewhat Satisfied	6	2	6	14	8
		84.5%	25.6%	45.8%	33.8%	32.1%
	Somewhat Dissatisfied	0	0	3	11	1
		.0%	.0%	21.8%	26.2%	4.2%
Very Dissatisfied	0	0	0	5	0	
	.0%	.0%	.0%	12.1%	1.0%	
DK/NA	1	0	0	2	1	
	9.9%	6.4%	.0%	4.4%	4.4%	
12D. Manage taxpayer dollars and public funds	Total	7	6	13	42	24
	Very Satisfied	0	2	0	3	4
		.0%	32.1%	.0%	7.1%	15.9%
	Somewhat Satisfied	7	1	7	15	6
		90.1%	16.7%	53.0%	35.3%	24.8%
	Somewhat Dissatisfied	0	0	3	6	2
		.0%	6.4%	19.1%	14.0%	7.9%
Very Dissatisfied	0	0	2	7	2	
	.0%	6.4%	18.4%	16.0%	10.1%	
DK/NA	1	2	1	11	10	
	9.9%	38.3%	9.5%	27.7%	41.3%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	7	6	13	42	24
	Very Satisfied	0	6	3	13	13

		Vicinity of Airport	
		Tahoe Donner	Not in Area
12A. Provide high quality community aviation facilities and services to meet local needs	Total	58	9
	Very Satisfied	23	0
		40.7%	.0%
	Somewhat Satisfied	19	4
		33.0%	46.2%
	Somewhat Dissatisfied	3	0
		4.6%	4.1%
Very Dissatisfied	1	0	
	1.6%	.0%	
DK/NA	12	4	
	20.1%	49.7%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	58	9
	Very Satisfied	16	1
		28.0%	11.5%
	Somewhat Satisfied	21	4
		37.0%	48.6%
	Somewhat Dissatisfied	10	3
		17.4%	35.8%
Very Dissatisfied	5	0	
	9.5%	4.1%	
DK/NA	5	0	
	8.1%	.0%	
12C. Provide residents with information on airport events, operations, and activities	Total	58	9
	Very Satisfied	21	2
		35.6%	23.0%
	Somewhat Satisfied	26	4
		44.8%	42.2%
	Somewhat Dissatisfied	0	2
		.7%	18.5%
Very Dissatisfied	3	1	
	5.0%	8.1%	
DK/NA	8	1	
	13.8%	8.1%	
12D. Manage taxpayer dollars and public funds	Total	58	9
	Very Satisfied	9	1
		15.8%	10.4%
	Somewhat Satisfied	27	2
		46.9%	23.0%
	Somewhat Dissatisfied	4	0
		7.5%	4.1%
Very Dissatisfied	5	1	
	8.8%	16.3%	
DK/NA	12	4	
	20.9%	46.2%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	58	9
	Very Satisfied	24	4

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	44.3%	54.9%	16.9%	51.4%	63.1%	60.6%
		104	1	12	9	2	16
	Somewhat Satisfied	36.3%	45.1%	45.5%	39.9%	23.6%	23.3%
		9	0	1	0	1	3
	Somewhat Dissatisfied	3.3%	.0%	2.8%	.0%	13.3%	4.2%
		7	0	0	1	0	1
	2.5%	.0%	1.6%	5.5%	.0%	1.8%	
	39	0	9	1	0	7	
	13.6%	.0%	33.2%	3.3%	.0%	10.0%	
DK/NA							
	287	2	26	24	7	70	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	97	0	4	5	4	38
		33.8%	.0%	14.1%	21.2%	52.7%	53.7%
	Somewhat Satisfied	115	1	9	15	2	23
		40.0%	54.8%	36.6%	63.7%	23.6%	32.4%
	Somewhat Dissatisfied	11	0	1	0	0	0
		3.7%	.0%	2.8%	.0%	.0%	.0%
Very Dissatisfied	6	0	0	1	1	1	
	1.9%	.0%	1.6%	5.5%	13.3%	1.8%	
	59	1	12	2	1	8	
	20.5%	45.2%	44.9%	9.6%	10.4%	12.1%	
DK/NA							
	287	2	26	24	7	70	
12G. Provide a playground on airport grounds	Very Satisfied	91	1	2	5	4	33
		31.6%	30.1%	8.0%	20.3%	63.1%	46.6%
	Somewhat Satisfied	75	1	4	9	2	14
		26.1%	69.9%	13.6%	37.2%	23.6%	19.9%
	Somewhat Dissatisfied	14	0	1	0	1	7
		5.0%	.0%	5.0%	.0%	13.3%	9.7%
Very Dissatisfied	8	0	0	0	0	3	
	2.8%	.0%	.0%	.0%	.0%	3.8%	
	99	0	19	10	0	14	
	34.5%	.0%	73.4%	42.5%	.0%	20.0%	

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	5.6%	93.6%	21.8%	31.6%	55.9%
		6	0	6	21	5
	Somewhat Satisfied	84.5%	6.4%	42.6%	50.2%	20.5%
		0	0	0	0	2
	Somewhat Dissatisfied	.0%	.0%	.0%	.6%	9.2%
		0	0	0	2	0
	.0%	.0%	.0%	4.2%	1.0%	
	0	0	0	2	0	
	.0%	.0%	.0%	4.2%	1.0%	
	1	0	5	6	3	
	9.9%	.0%	35.6%	13.4%	13.5%	
DK/NA						
	7	6	13	42	24	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	0	2	3	10	10
		.0%	32.1%	22.5%	23.8%	44.4%
	Somewhat Satisfied	7	3	4	13	8
		90.1%	52.6%	30.4%	32.1%	32.3%
	Somewhat Dissatisfied	0	0	2	5	1
		.0%	.0%	15.3%	11.1%	3.1%
Very Dissatisfied	0	0	1	0	0	
	.0%	.0%	7.6%	1.0%	1.0%	
	1	1	3	13	5	
	9.9%	15.3%	24.1%	32.0%	19.3%	
DK/NA						
	7	6	13	42	24	
12G. Provide a playground on airport grounds	Very Satisfied	0	2	2	13	6
		.0%	36.1%	16.4%	31.2%	24.8%
	Somewhat Satisfied	7	0	4	14	4
		90.1%	6.4%	31.6%	32.9%	16.5%
	Somewhat Dissatisfied	0	0	1	1	1
		.0%	6.4%	9.9%	2.3%	5.3%
Very Dissatisfied	0	0	0	3	1	
	.0%	.0%	.0%	6.6%	3.1%	
	1	3	6	11	12	
	9.9%	51.1%	42.1%	27.0%	50.3%	

		Vicinity of Airport	
		Tahoe Donner	Not in Area
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	40.9%	41.5%
	Somewhat Satisfied	21 37.1%	5 54.3%
	Somewhat Dissatisfied	2 3.6%	0 4.1%
	Very Dissatisfied	2 3.7%	0 .0%
	DK/NA	8 14.7%	0 .0%
	Total	58	9
12F. Provide space for community events and meetings at the airport office	Very Satisfied	21 36.4%	1 10.4%
	Somewhat Satisfied	26 45.3%	4 41.6%
	Somewhat Dissatisfied	2 3.8%	0 4.1%
	Very Dissatisfied	0 .0%	0 .0%
	DK/NA	8 14.4%	4 43.9%
	Total	58	9
12G. Provide a playground on airport grounds	Very Satisfied	19 32.7%	4 44.9%
	Somewhat Satisfied	16 28.0%	1 8.1%
	Somewhat Dissatisfied	1 2.3%	0 .0%
	Very Dissatisfied	2 3.6%	0 .0%
	DK/NA	19 33.4%	4 46.9%

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport				
		Alder	Donner Lake	Downtown	Gateway	Glenshore
		(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				a	
	Somewhat Satisfied	a		a		
	Somewhat Dissatisfied	a			a	
	Very Dissatisfied	a			a	
	DK/NA					
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	|			|	
	Somewhat Satisfied	a				
	Somewhat Dissatisfied					
	Very Dissatisfied				a	
	DK/NA	a		|	a	
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied					
	Somewhat Satisfied					
	Somewhat Dissatisfied					
	Very Dissatisfied	a		a	a	
	DK/NA	a			a	
12D. Manage taxpayer dollars and public funds	Very Satisfied					
	Somewhat Satisfied	a				
	Somewhat Dissatisfied	a				
	Very Dissatisfied	a				
	DK/NA					
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied					B
	Somewhat Satisfied					
	Somewhat Dissatisfied	a		a		
	Very Dissatisfied	a			a	
	DK/NA	a				
12F. Provide space for community events and meetings at the airport office	Very Satisfied					B
	Somewhat Satisfied					
	Somewhat Dissatisfied	a		a	a	a
	Very Dissatisfied	a				
	DK/NA		E			
12G. Provide a playground on airport grounds	Very Satisfied					B
	Somewhat Satisfied					
	Somewhat Dissatisfied	a		a	a	
	Very Dissatisfied	a			a	
	DK/NA		E I K			

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
		(F)	(G)	(H)	(I)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a			
	Somewhat Satisfied	.			
	Somewhat Dissatisfied	a			
	Very Dissatisfied	a	a	a	
	DK/NA	.			
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	a			
	Somewhat Satisfied	.			
	Somewhat Dissatisfied	a			
	Very Dissatisfied	a			
	DK/NA	.		a	
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	.			
	Somewhat Satisfied	a	a		
	Somewhat Dissatisfied	a	a	K	K
	Very Dissatisfied	.		a	
	DK/NA	a		a	
12D. Manage taxpayer dollars and public funds	Very Satisfied	.			
	Somewhat Satisfied	E			
	Somewhat Dissatisfied	a			
	Very Dissatisfied	a			
	DK/NA	.	B		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	.			
	Somewhat Satisfied	E			
	Somewhat Dissatisfied	a	a	a	
	Very Dissatisfied	a	a	a	
	DK/NA	.	a	.	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	a			
	Somewhat Satisfied	.			
	Somewhat Dissatisfied	a			
	Very Dissatisfied	a	a		
	DK/NA	.			
12G. Provide a playground on airport grounds	Very Satisfied	a			
	Somewhat Satisfied	B E J			
	Somewhat Dissatisfied	a			
	Very Dissatisfied	a		a	
	DK/NA	.		.	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	C	C	a
	Somewhat Satisfied			.
	Somewhat Dissatisfied			.
	Very Dissatisfied			a
	DK/NA			.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied			
	Somewhat Satisfied			
	Somewhat Dissatisfied			
	Very Dissatisfied			
	DK/NA			a
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied			
	Somewhat Satisfied			
	Somewhat Dissatisfied			
	Very Dissatisfied			
	DK/NA			
12D. Manage taxpayer dollars and public funds	Very Satisfied			
	Somewhat Satisfied			
	Somewhat Dissatisfied			
	Very Dissatisfied			
	DK/NA			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied			
	Somewhat Satisfied			
	Somewhat Dissatisfied			
	Very Dissatisfied			a
	DK/NA			a
12F. Provide space for community events and meetings at the airport office	Very Satisfied			
	Somewhat Satisfied			
	Somewhat Dissatisfied		a	a
	Very Dissatisfied		.	.
	DK/NA			.
12G. Provide a playground on airport grounds	Very Satisfied			
	Somewhat Satisfied			a
	Somewhat Dissatisfied			a
	Very Dissatisfied			.
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	18	276	133	100
	Very Satisfied	157	4	107	24	23
		29.8%	21.3%	38.7%	17.8%	22.9%
	Somewhat Satisfied	206	12	122	37	35
		39.0%	65.2%	44.0%	27.8%	35.3%
	Somewhat Dissatisfied	28	2	10	14	1
		5.2%	13.6%	3.5%	10.6%	1.3%
Very Dissatisfied	13	0	1	11	1	
	2.4%	.0%	.5%	8.0%	.8%	
DK/NA	124	0	37	48	40	
	23.5%	.0%	13.3%	35.8%	39.8%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	18	276	133	100
	Very Satisfied	118	10	90	9	9
		22.3%	53.5%	32.7%	6.6%	9.1%
	Somewhat Satisfied	192	2	135	24	31
		36.4%	10.2%	48.8%	17.9%	31.4%
	Somewhat Dissatisfied	82	7	19	47	10
		15.6%	35.8%	7.0%	35.0%	9.9%
Very Dissatisfied	55	0	4	49	2	
	10.5%	.5%	1.6%	36.8%	2.2%	
DK/NA	80	0	28	5	47	
	15.2%	.0%	10.0%	3.7%	47.5%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	18	276	133	100
	Very Satisfied	189	3	121	39	27
		35.9%	16.1%	43.6%	29.3%	26.9%
	Somewhat Satisfied	205	13	111	40	41
		38.8%	74.2%	40.0%	30.0%	40.8%
	Somewhat Dissatisfied	49	1	25	18	6
		9.3%	4.5%	9.0%	13.3%	5.7%
Very Dissatisfied	21	0	5	16	0	
	4.0%	.0%	1.9%	12.2%	.0%	
DK/NA	63	1	15	20	27	
	11.9%	5.1%	5.5%	15.3%	26.6%	
12D. Manage taxpayer dollars and public funds	Total	527	18	276	133	100
	Very Satisfied	84	3	61	18	2
		16.0%	13.9%	22.2%	13.7%	2.1%
	Somewhat Satisfied	157	12	97	29	20
		29.8%	65.2%	35.0%	21.6%	20.0%
	Somewhat Dissatisfied	51	2	25	21	2
		9.6%	13.5%	9.2%	15.9%	1.7%
Very Dissatisfied	50	0	13	27	11	
	9.5%	.0%	4.6%	20.1%	10.9%	
DK/NA	185	1	80	38	65	
	35.0%	7.4%	29.1%	28.6%	65.2%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	18	276	133	100
	Very Satisfied	247	4	156	46	40

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	22.4%	56.5%	34.8%	40.3%
	Somewhat Satisfied	162	4	88	37	34
		30.8%	21.9%	31.8%	27.5%	33.8%
	Somewhat Dissatisfied	15	1	4	8	1
		2.8%	5.1%	1.6%	6.2%	1.2%
	Very Dissatisfied	14	0	4	9	1
		2.6%	.0%	1.4%	6.8%	.8%
DK/NA	90	9	24	33	24	
	17.0%	50.6%	8.6%	24.7%	23.9%	
12F. Provide space for community events and meetings at the airport office	Total	527	18	276	133	100
	Very Satisfied	175	4	115	33	23
		33.2%	20.8%	41.7%	24.6%	23.4%
	Somewhat Satisfied	206	6	113	46	41
		39.0%	31.5%	41.0%	34.7%	40.8%
	Somewhat Dissatisfied	17	1	6	9	1
		3.1%	5.1%	2.2%	6.6%	.7%
Very Dissatisfied	10	0	2	7	0	
	1.9%	.0%	.9%	5.3%	.4%	
DK/NA	120	8	39	38	35	
	22.7%	42.6%	14.3%	28.7%	34.6%	
12G. Provide a playground on airport grounds	Total	527	18	276	133	100
	Very Satisfied	152	2	101	31	19
		28.9%	12.1%	36.5%	23.1%	18.8%
	Somewhat Satisfied	130	6	76	33	15
		24.7%	31.7%	27.7%	24.8%	15.0%
	Somewhat Dissatisfied	23	1	13	5	4
		4.3%	5.1%	4.5%	4.1%	4.0%
Very Dissatisfied	23	0	5	9	8	
	4.4%	.5%	2.0%	7.0%	8.2%	
DK/NA	199	9	81	55	54	
	37.7%	50.6%	29.3%	41.1%	54.0%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		C D		
	Somewhat Satisfied	C			
	Somewhat Dissatisfied	D		B D	
	Very Dissatisfied	a		B D	
	DK/NA	.		B	B
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	C D	C D		
	Somewhat Satisfied		A C D		
	Somewhat Dissatisfied	B D		B D	
	Very Dissatisfied	a		A B D	
	DK/NA	.			B C
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied		C D		
	Somewhat Satisfied	B C			
	Somewhat Dissatisfied	a			a
	Very Dissatisfied	.		B	B
	DK/NA		D		
12D. Manage taxpayer dollars and public funds	Very Satisfied		C D		
	Somewhat Satisfied	C D			
	Somewhat Dissatisfied	a		D	
	Very Dissatisfied	.		B	
	DK/NA				A B C
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied		A C D		
	Somewhat Satisfied				
	Somewhat Dissatisfied	a			
	Very Dissatisfied	.		B	
	DK/NA	B		B	B
12F. Provide space for community events and meetings at the airport office	Very Satisfied		C D		
	Somewhat Satisfied				
	Somewhat Dissatisfied	a			
	Very Dissatisfied	.		B	
	DK/NA	B		B	B
12G. Provide a playground on airport grounds	Very Satisfied		C D		
	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied				B
	DK/NA				B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	66	99	163	123
	Very Satisfied	157	7	13	59	68
	Somewhat Satisfied	206	17	40	81	36
	Somewhat Dissatisfied	28	10	11	4	2
	Very Dissatisfied	13	8	3	0	0
	DK/NA	124	23	32	19	17
		23.5%	34.9%	32.2%	11.8%	13.7%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	66	99	163	123
	Very Satisfied	118	7	10	35	60
	Somewhat Satisfied	192	8	31	87	37
	Somewhat Dissatisfied	82	16	34	18	11
	Very Dissatisfied	55	31	14	3	5
	DK/NA	80	4	9	20	11
		15.2%	6.1%	9.6%	12.2%	9.2%
12C. Provide residents with information on airport events, operations, and activities	Total	527	66	99	163	123
	Very Satisfied	189	10	22	72	75
	Somewhat Satisfied	205	23	42	70	38
	Somewhat Dissatisfied	49	14	16	11	4
	Very Dissatisfied	21	12	3	4	0
	DK/NA	63	6	17	6	5
		11.9%	8.8%	16.9%	3.4%	4.3%
12D. Manage taxpayer dollars and public funds	Total	527	66	99	163	123
	Very Satisfied	84	3	6	27	47
	Somewhat Satisfied	157	11	42	58	34
	Somewhat Dissatisfied	51	13	8	19	5
	Very Dissatisfied	50	19	10	8	10
	DK/NA	185	19	32	51	28
		9.6%	20.5%	8.6%	11.9%	4.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	66	99	163	123
	Very Satisfied	247	21	23	99	80

		Reduce Number of Flights
		Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	77
	Very Satisfied	11 14.4%
	Somewhat Satisfied	32 41.6%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	1 1.0%
	DK/NA	33 43.0%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	77
Very Satisfied		6 7.8%
Somewhat Satisfied		29 38.0%
Somewhat Dissatisfied		4 5.4%
Very Dissatisfied		2 3.2%
DK/NA		35 45.6%
12C. Provide residents with information on airport events, operations, and activities		Total	77
	Very Satisfied	11 13.8%
	Somewhat Satisfied	32 41.9%
	Somewhat Dissatisfied	3 4.4%
	Very Dissatisfied	1 1.6%
	DK/NA	30 38.3%
	12D. Manage taxpayer dollars and public funds	Total	77
Very Satisfied		1 1.5%
Somewhat Satisfied		12 16.0%
Somewhat Dissatisfied		5 5.8%
Very Dissatisfied		4 4.7%
DK/NA		56 72.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	77
	Very Satisfied	24

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	31.5%	23.0%	60.9%	65.0%
	Somewhat Satisfied	162 30.8%	18 26.9%	44 44.5%	47 29.1%	30 24.0%
	Somewhat Dissatisfied	15 2.8%	4 6.2%	4 4.3%	1 .8%	4 3.0%
	Very Dissatisfied	14 2.6%	7 11.1%	1 .9%	4 2.4%	0 .3%
	DK/NA	90 17.0%	16 24.3%	27 27.3%	11 6.8%	9 7.7%
	Total	527	66	99	163	123
	12F. Provide space for community events and meetings at the airport office	Very Satisfied	175 33.2%	16 24.3%	14 14.3%	54 33.2%	76 61.4%
Somewhat Satisfied		206 39.0%	19 29.6%	45 45.9%	89 54.8%	29 23.5%
Somewhat Dissatisfied		17 3.1%	8 12.4%	2 1.9%	3 2.0%	2 1.3%
Very Dissatisfied		10 1.9%	7 10.3%	2 2.0%	0 .0%	0 .3%
DK/NA		120 22.7%	15 23.3%	35 35.9%	16 10.0%	16 13.4%
Total		527	66	99	163	123
12G. Provide a playground on airport grounds		Very Satisfied	152 28.9%	9 14.3%	16 15.8%	61 37.7%	55 45.1%
	Somewhat Satisfied	130 24.7%	18 27.8%	32 32.9%	44 26.9%	20 16.2%
	Somewhat Dissatisfied	23 4.3%	5 7.0%	3 3.4%	5 3.0%	7 5.3%
	Very Dissatisfied	23 4.4%	7 10.1%	2 2.0%	3 1.7%	9 7.6%
	DK/NA	199 37.7%	27 40.7%	45 45.9%	50 30.8%	32 25.8%

		Reduce Number of Flights
		Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	31.5%
		24
	Somewhat Satisfied	30.7%
		2
	Somewhat Dissatisfied	2.1%
		1
	Very Dissatisfied	1.6%
		26
	DK/NA	34.1%
	Total	77
12F. Provide space for community events and meetings at the airport office	Very Satisfied	20.0%
		15
	Somewhat Satisfied	29.7%
		23
	Somewhat Dissatisfied	2.1%
		2
	Very Dissatisfied	.9%
		36
	DK/NA	47.2%
	Total	77
12G. Provide a playground on airport grounds	Very Satisfied	13.8%
		11
	Somewhat Satisfied	20.3%
		16
	Somewhat Dissatisfied	4.6%
		4
	Very Dissatisfied	3.2%
		2
	DK/NA	58.1%
		45

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			ABE	ABCE
	Somewhat Satisfied			AD	
	Somewhat Dissatisfied	CDE	CDE		
	Very Dissatisfied	DE		a	
	DK/NA	CD	CD		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied				ABCE
	Somewhat Satisfied		A	ABD	A
	Somewhat Dissatisfied	DE	CDE		
	Very Dissatisfied	BCDE	CD		
12C. Provide residents with information on airport events, operations, and activities	DK/NA			ABE	ABCE
	Very Satisfied				
	Somewhat Satisfied				
	Somewhat Dissatisfied	CDE	D		
	Very Dissatisfied	BCDE			
12D. Manage taxpayer dollars and public funds	DK/NA		CD		
	Very Satisfied			E	ABCE
	Somewhat Satisfied		AE	E	
	Somewhat Dissatisfied	D			
	Very Dissatisfied	BCDE			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	DK/NA			ABE	ABE
	Very Satisfied				
	Somewhat Satisfied		D		
	Somewhat Dissatisfied				
	Very Dissatisfied	BD			
12F. Provide space for community events and meetings at the airport office	DK/NA	CD	CD		
	Very Satisfied			B	ABCE
	Somewhat Satisfied			ADE	
	Somewhat Dissatisfied	CD	D		
	Very Dissatisfied	D		a	
	DK/NA		CD		
12G. Provide a playground on airport grounds	Very Satisfied			ABE	ABE
	Somewhat Satisfied				
	Somewhat Dissatisfied		D		
	Very Dissatisfied	C			

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA (E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	A
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	A B C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12D. Manage taxpayer dollars and public funds	Very Satisfied	A B C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	A C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12G. Provide a playground on airport grounds	Very Satisfied	C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	82	172	132	88
	Very Satisfied	157	33	47	34	34
		29.8%	39.8%	27.3%	25.4%	38.9%
	Somewhat Satisfied	206	21	80	59	27
		39.0%	26.2%	46.6%	44.8%	30.5%
	Somewhat Dissatisfied	28	4	6	8	6
		5.2%	4.9%	3.6%	6.2%	6.8%
Very Dissatisfied	13	1	3	5	4	
	2.4%	.8%	1.5%	3.6%	4.6%	
DK/NA	124	23	36	26	17	
	23.5%	28.4%	20.9%	20.0%	19.3%	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	527	82	172	132	88
	Very Satisfied	118	29	31	27	25
		22.3%	36.0%	17.9%	20.2%	28.9%
	Somewhat Satisfied	192	18	82	58	20
		36.4%	22.0%	47.8%	43.5%	22.9%
	Somewhat Dissatisfied	82	13	25	18	9
		15.6%	15.7%	14.5%	14.0%	9.8%
Very Dissatisfied	55	2	12	12	27	
	10.5%	2.6%	6.8%	9.2%	30.4%	
DK/NA	80	19	22	17	7	
	15.2%	23.8%	13.0%	13.1%	8.1%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	82	172	132	88
	Very Satisfied	189	37	49	46	49
		35.9%	45.2%	28.7%	35.1%	55.9%
	Somewhat Satisfied	205	31	78	54	19
		38.8%	38.4%	45.3%	40.7%	21.1%
	Somewhat Dissatisfied	49	3	22	13	5
		9.3%	3.2%	12.6%	10.2%	6.2%
Very Dissatisfied	21	4	7	1	6	
	4.0%	4.7%	4.2%	.6%	6.5%	
DK/NA	63	7	16	18	9	
	11.9%	8.6%	9.2%	13.5%	10.4%	
12D. Manage taxpayer dollars and public funds	Total	527	82	172	132	88
	Very Satisfied	84	20	18	18	27
		16.0%	24.9%	10.2%	13.9%	30.2%
	Somewhat Satisfied	157	18	62	47	22
		29.8%	22.4%	35.8%	35.6%	24.7%
	Somewhat Dissatisfied	51	3	17	22	8
		9.6%	4.1%	10.1%	16.4%	9.0%
Very Dissatisfied	50	10	16	8	15	
	9.5%	11.8%	9.1%	6.2%	16.8%	
DK/NA	185	30	60	37	17	
	35.0%	36.8%	34.7%	27.9%	19.2%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	82	172	132	88
	Very Satisfied	247	45	70	62	52

		Remain the Way it Is
		Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	53
	Very Satisfied	10 18.3%
	Somewhat Satisfied	18 33.9%
	Somewhat Dissatisfied	3 5.9%
	Very Dissatisfied	1 1.5%
	DK/NA	21 40.4%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	53
	Very Satisfied	5 10.0%
	Somewhat Satisfied	14 26.3%
	Somewhat Dissatisfied	17 32.7%
	Very Dissatisfied	3 5.2%
	DK/NA	14 25.8%
12C. Provide residents with information on airport events, operations, and activities	Total	53
	Very Satisfied	7 13.8%
	Somewhat Satisfied	23 43.2%
	Somewhat Dissatisfied	6 11.0%
	Very Dissatisfied	4 7.4%
	DK/NA	13 24.6%
12D. Manage taxpayer dollars and public funds	Total	53
	Very Satisfied	1 2.2%
	Somewhat Satisfied	8 15.7%
	Somewhat Dissatisfied	0 .8%
	Very Dissatisfied	2 3.5%
	DK/NA	41 77.8%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	53
	Very Satisfied	18

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	55.1%	40.6%	46.6%	59.3%
	Somewhat Satisfied	162 30.8%	22 26.7%	62 35.8%	47 35.6%	12 13.3%
	Somewhat Dissatisfied	15 2.8%	1 1.1%	5 2.7%	3 2.5%	4 4.2%
	Very Dissatisfied	14 2.6%	1 .8%	6 3.2%	2 1.7%	4 5.1%
	DK/NA	90 17.0%	13 16.2%	30 17.7%	18 13.6%	16 18.1%
12F. Provide space for community events and meetings at the airport office	Total	527	82	172	132	88
	Very Satisfied	175 33.2%	42 51.5%	43 25.2%	35 26.4%	44 49.4%
	Somewhat Satisfied	206 39.0%	25 30.0%	83 48.1%	61 46.4%	22 24.5%
	Somewhat Dissatisfied	17 3.1%	0 .4%	9 5.1%	4 3.0%	2 2.8%
	Very Dissatisfied	10 1.9%	1 .8%	4 2.5%	1 1.0%	3 3.3%
	DK/NA	120 22.7%	14 17.3%	33 19.0%	31 23.2%	18 20.0%
12G. Provide a playground on airport grounds	Total	527	82	172	132	88
	Very Satisfied	152 28.9%	27 32.9%	41 23.8%	38 28.8%	38 42.8%
	Somewhat Satisfied	130 24.7%	11 13.7%	56 32.5%	36 27.3%	17 19.6%
	Somewhat Dissatisfied	23 4.3%	4 4.9%	4 2.6%	7 5.2%	5 5.6%
	Very Dissatisfied	23 4.4%	9 11.5%	5 3.1%	2 1.5%	5 5.8%
	DK/NA	199 37.7%	30 36.9%	65 38.0%	49 37.3%	23 26.3%

		Remain the Way it Is
		Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	33.4%
	Somewhat Satisfied	20 37.9%
	Somewhat Dissatisfied	2 4.4%
	Very Dissatisfied	1 1.5%
	DK/NA	12 22.8%
	Total	53
12F. Provide space for community events and meetings at the airport office	Very Satisfied	11 21.0%
	Somewhat Satisfied	15 29.3%
	Somewhat Dissatisfied	1 1.8%
	Very Dissatisfied	1 1.4%
	DK/NA	25 46.5%
	Total	53
12G. Provide a playground on airport grounds	Very Satisfied	9 16.3%
	Somewhat Satisfied	10 18.4%
	Somewhat Dissatisfied	3 4.9%
	Very Dissatisfied	1 2.3%
	DK/NA	31 58.1%

Comparisons of Column Proportions ^{a,b}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		A		
	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied				
	DK/NA				
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	BE		AD	
	Somewhat Satisfied		AD		
	Somewhat Dissatisfied				ABCE
	Very Dissatisfied				
	DK/NA	D			BCE
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied			E	
	Somewhat Satisfied		D		
	Somewhat Dissatisfied			D	
	Very Dissatisfied				
	DK/NA	BE			BCE
12D. Manage taxpayer dollars and public funds	Very Satisfied				
	Somewhat Satisfied				
	Somewhat Dissatisfied			E	
	Very Dissatisfied				
	DK/NA				BE
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied				
	Somewhat Satisfied		D		D
	Somewhat Dissatisfied				
	Very Dissatisfied				
	DK/NA				
12F. Provide space for community events and meetings at the airport office	Very Satisfied	BCE			
	Somewhat Satisfied		D		
	Somewhat Dissatisfied			D	
	Very Dissatisfied				
	DK/NA				BCE
12G. Provide a playground on airport grounds	Very Satisfied				
	Somewhat Satisfied		A		
	Somewhat Dissatisfied				
	Very Dissatisfied				
	DK/NA	C			BE

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	B C
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	B C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12D. Manage taxpayer dollars and public funds	Very Satisfied	B
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	A B C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12G. Provide a playground on airport grounds	Very Satisfied	A B C D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	232	221	33	10
	Very Satisfied	157	93	56	5	2
		29.8%	40.1%	25.3%	16.4%	24.2%
	Somewhat Satisfied	206	88	101	9	2
		39.0%	37.8%	46.0%	28.0%	19.2%
	Somewhat Dissatisfied	28	9	14	3	0
		5.2%	4.0%	6.2%	10.3%	2.6%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Dissatisfied	13	6	0	1	4
		2.4%	2.7%	.0%	2.3%	44.3%
	DK/NA	124	36	50	14	1
		23.5%	15.4%	22.5%	43.0%	9.7%
	Total	527	232	221	33	10
	Very Satisfied	118	79	30	6	2
		22.3%	34.0%	13.6%	19.6%	16.2%
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	192	63	114	9	2
		36.4%	27.0%	51.8%	26.1%	19.2%
	Somewhat Dissatisfied	82	37	36	6	1
		15.6%	16.0%	16.2%	19.8%	9.7%
	Very Dissatisfied	55	17	19	6	5
		10.5%	7.4%	8.5%	19.3%	46.9%
	DK/NA	80	36	22	5	1
	15.2%	15.7%	9.9%	15.3%	8.1%	
12D. Manage taxpayer dollars and public funds	Total	527	232	221	33	10
	Very Satisfied	189	108	68	9	2
		35.9%	46.3%	30.7%	28.6%	25.3%
	Somewhat Satisfied	205	90	97	10	3
		38.8%	38.8%	43.8%	30.1%	28.3%
	Somewhat Dissatisfied	49	10	27	5	0
		9.3%	4.2%	12.4%	16.2%	.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Dissatisfied	21	11	4	1	4
		4.0%	4.9%	1.8%	2.2%	42.1%
	DK/NA	63	13	25	8	0
		11.9%	5.8%	11.3%	22.9%	4.3%
	Total	527	232	221	33	10
	Very Satisfied	84	57	22	3	2
		16.0%	24.5%	9.8%	10.5%	15.6%
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied	157	54	91	8	2
		29.8%	23.2%	41.1%	25.9%	16.0%
	Somewhat Dissatisfied	51	30	15	3	1
		9.6%	12.7%	6.8%	7.9%	14.6%
	Very Dissatisfied	50	21	16	2	4
		9.5%	9.3%	7.2%	7.0%	39.9%
	DK/NA	185	70	77	16	1
	35.0%	30.3%	35.1%	48.8%	14.0%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	232	221	33	10
	Very Satisfied	247	145	79	13	3

		Manage the Growth of Operations
		Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	32
	Very Satisfied	0 1.1%
	Somewhat Satisfied	5 17.1%
	Somewhat Dissatisfied	1 3.2%
	Very Dissatisfied	2 4.9%
	DK/NA	23 73.7%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	32
Very Satisfied		1 2.4%
Somewhat Satisfied		4 13.6%
Somewhat Dissatisfied		2 6.3%
Very Dissatisfied		9 27.4%
DK/NA		16 50.3%
12C. Provide residents with information on airport events, operations, and activities		Total	32
	Very Satisfied	2 6.9%
	Somewhat Satisfied	5 16.6%
	Somewhat Dissatisfied	7 20.5%
	Very Dissatisfied	1 3.9%
	DK/NA	17 52.2%
	12D. Manage taxpayer dollars and public funds	Total	32
Very Satisfied		1 2.3%
Somewhat Satisfied		3 8.5%
Somewhat Dissatisfied		2 6.8%
Very Dissatisfied		7 21.0%
DK/NA		19 61.3%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	32
	Very Satisfied	6

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	62.4%	36.0%	40.7%	33.9%
	Somewhat Satisfied	162 30.8%	54 23.3%	97 43.8%	7 21.1%	2 19.2%
	Somewhat Dissatisfied	15 2.8%	5 2.0%	5 2.4%	3 9.8%	1 10.2%
	Very Dissatisfied	14 2.6%	3 1.4%	4 2.0%	0 .0%	4 36.7%
	DK/NA	90 17.0%	25 10.8%	35 15.9%	9 28.4%	0 .0%
	12F. Provide space for community events and meetings at the airport office	Total	527	232	221	33	10
Very Satisfied		175 33.2%	113 48.7%	45 20.4%	12 37.3%	2 25.3%
Somewhat Satisfied		206 39.0%	75 32.4%	114 51.5%	10 29.2%	3 33.2%
Somewhat Dissatisfied		17 3.1%	4 1.6%	6 2.8%	1 4.3%	1 7.6%
Very Dissatisfied		10 1.9%	5 2.0%	0 .0%	1 2.8%	3 27.0%
DK/NA		120 22.7%	35 15.3%	56 25.3%	9 26.4%	1 7.0%
12G. Provide a playground on airport grounds	Total	527	232	221	33	10
	Very Satisfied	152 28.9%	99 42.8%	46 20.7%	3 9.5%	3 27.3%
	Somewhat Satisfied	130 24.7%	42 18.1%	74 33.4%	7 22.8%	2 17.2%
	Somewhat Dissatisfied	23 4.3%	10 4.3%	9 3.9%	4 11.9%	0 .0%
	Very Dissatisfied	23 4.4%	13 5.8%	3 1.2%	0 .9%	3 27.3%
	DK/NA	199 37.7%	68 29.1%	90 40.8%	18 54.9%	3 28.2%

		Manage the Growth of Operations
		Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	17.4%
	Somewhat Satisfied	3 8.6%
	Somewhat Dissatisfied	1 1.9%
	Very Dissatisfied	3 8.0%
	DK/NA	20 64.0%
	Total	32
12F. Provide space for community events and meetings at the airport office	Very Satisfied	2 7.4%
	Somewhat Satisfied	4 12.3%
	Somewhat Dissatisfied	5 14.6%
	Very Dissatisfied	2 5.2%
	DK/NA	19 60.5%
	Total	32
12G. Provide a playground on airport grounds	Very Satisfied	2 5.1%
	Somewhat Satisfied	5 16.8%
	Somewhat Dissatisfied	0 1.2%
	Very Dissatisfied	4 12.7%
	DK/NA	20 64.2%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	BE	E		
	Somewhat Satisfied		E		
	Somewhat Dissatisfied				
	Very Dissatisfied		a		ACE
	DK/NA			A	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	BE			
	Somewhat Satisfied		AE		
	Somewhat Dissatisfied				AB
	Very Dissatisfied				
12C. Provide residents with information on airport events, operations, and activities	DK/NA	BE	E		
	Very Satisfied		E		
	Somewhat Satisfied		E		
	Somewhat Dissatisfied		A	A	a
	Very Dissatisfied			A	ABCE
12D. Manage taxpayer dollars and public funds	DK/NA	BE			
	Very Satisfied		AE		
	Somewhat Satisfied				
	Somewhat Dissatisfied				AB
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	DK/NA	BE			
	Very Satisfied		AE		
	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied			a	AB
12F. Provide space for community events and meetings at the airport office	DK/NA	BE			
	Very Satisfied				
	Somewhat Satisfied		AE		
	Somewhat Dissatisfied				
	Very Dissatisfied				
12G. Provide a playground on airport grounds	DK/NA	BE			
	Very Satisfied	BCE			
	Somewhat Satisfied		A		
	Somewhat Dissatisfied				
	Very Dissatisfied				a
				BC	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	A B D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA	A B A B C
	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied	A A B
	DK/NA	
	Very Satisfied	
	Somewhat Satisfied	
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied	A B
	Very Dissatisfied	
	DK/NA	
	Very Satisfied	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	A B C D
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	
12F. Provide space for community events and meetings at the airport office	Very Satisfied	A B A B D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
12G. Provide a playground on airport grounds	DK/NA	B A
	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	61	465	1
	Very Satisfied	157	32	125	0
		29.8%	52.7%	26.9%	.0%
	Somewhat Satisfied	206	19	186	1
		39.0%	30.9%	39.9%	100.0%
	Somewhat Dissatisfied	28	6	22	0
		5.2%	9.2%	4.7%	.0%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Dissatisfied	13	1	12	0
		2.4%	1.1%	2.6%	.0%
	DK/NA	124	4	120	0
		23.5%	6.1%	25.9%	.0%
	Total	527	61	465	1
	Very Satisfied	118	22	96	0
		22.3%	36.4%	20.6%	.0%
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	192	19	171	1
		36.4%	31.8%	36.8%	100.0%
	Somewhat Dissatisfied	82	9	73	0
		15.6%	15.5%	15.6%	.0%
	Very Dissatisfied	55	5	50	0
		10.5%	8.4%	10.8%	.0%
	DK/NA	80	5	75	0
	15.2%	7.9%	16.1%	.0%	
12D. Manage taxpayer dollars and public funds	Total	527	61	465	1
	Very Satisfied	189	30	159	0
		35.9%	49.1%	34.3%	.0%
	Somewhat Satisfied	205	19	184	1
		38.8%	31.4%	39.7%	100.0%
	Somewhat Dissatisfied	49	7	42	0
		9.3%	10.9%	9.1%	.0%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Dissatisfied	21	2	19	0
		4.0%	3.6%	4.1%	.0%
	DK/NA	63	3	60	0
		11.9%	5.0%	12.9%	.0%
	Total	527	61	465	1
	Very Satisfied	84	15	70	0
		16.0%	24.1%	15.0%	.0%
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied	157	17	139	1
		29.8%	27.6%	29.9%	100.0%
	Somewhat Dissatisfied	51	5	45	0
		9.6%	8.7%	9.8%	.0%
	Very Dissatisfied	50	4	46	0
		9.5%	7.1%	9.9%	.0%
	DK/NA	185	20	165	0
	35.0%	32.5%	35.5%	.0%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	61	465	1
	Very Satisfied	247	42	205	0

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	68.4%	44.1%	.0%
		162	13	148	1
	Somewhat Satisfied	30.8%	21.9%	31.8%	100.0%
		15	0	14	0
	Somewhat Dissatisfied	2.8%	.6%	3.1%	.0%
		14	1	13	0
Very Dissatisfied	2.6%	1.1%	2.8%	.0%	
	90	5	85	0	
DK/NA	17.0%	8.0%	18.2%	.0%	
	527	61	465	1	
12F. Provide space for community events and meetings at the airport office	Total	527	61	465	1
	Very Satisfied	33.2%	38.8%	32.6%	.0%
		175	24	151	0
	Somewhat Satisfied	39.0%	48.6%	37.9%	.0%
		206	30	176	0
	Somewhat Dissatisfied	3.1%	2.4%	3.2%	.0%
	17	1	15	0	
Very Dissatisfied	1.9%	1.1%	2.0%	.0%	
	10	1	9	0	
DK/NA	22.7%	9.1%	24.3%	100.0%	
	120	6	113	1	
12G. Provide a playground on airport grounds	Total	527	61	465	1
	Very Satisfied	28.9%	30.5%	28.8%	.0%
		152	19	134	0
	Somewhat Satisfied	24.7%	28.7%	24.2%	.0%
		130	17	113	0
	Somewhat Dissatisfied	4.3%	3.9%	4.4%	.0%
	23	2	21	0	
Very Dissatisfied	4.4%	1.8%	4.7%	.0%	
	23	1	22	0	
DK/NA	37.7%	35.2%	37.9%	100.0%	
	199	21	176	1	

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	B		a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA		A	a,b
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	B		a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA			a,b
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	B		a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA			a,b
12D. Manage taxpayer dollars and public funds	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA			a,b
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	B		a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA		A	a,b
12F. Provide space for community events and meetings at the airport office	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA		A	a,b
12G. Provide a playground on airport grounds	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	398	128	1
	Very Satisfied	157 29.8%	127 32.0%	30 23.3%	0 .0%
	Somewhat Satisfied	206 39.0%	167 42.0%	39 30.1%	0 .0%
	Somewhat Dissatisfied	28 5.2%	18 4.5%	9 6.8%	1 100.0%
	Very Dissatisfied	13 2.4%	6 1.4%	7 5.7%	0 .0%
	DK/NA	124 23.5%	80 20.1%	44 34.2%	0 .0%
	Total	527	398	128	1
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	118 22.3%	97 24.3%	21 16.5%	0 .0%
	Somewhat Satisfied	192 36.4%	154 38.8%	36 28.4%	1 100.0%
	Somewhat Dissatisfied	82 15.6%	57 14.4%	25 19.4%	0 .0%
	Very Dissatisfied	55 10.5%	34 8.7%	21 16.4%	0 .0%
	DK/NA	80 15.2%	55 13.9%	25 19.2%	0 .0%
	Total	527	398	128	1
	12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	189 35.9%	160 40.3%	29 22.5%	0 .0%
Somewhat Satisfied		205 38.8%	170 42.6%	34 26.7%	1 100.0%
Somewhat Dissatisfied		49 9.3%	36 8.9%	13 10.4%	0 .0%
Very Dissatisfied		21 4.0%	9 2.1%	13 10.0%	0 .0%
DK/NA		63 11.9%	24 6.0%	39 30.4%	0 .0%
Total		527	398	128	1
12D. Manage taxpayer dollars and public funds		Very Satisfied	84 16.0%	70 17.5%	15 11.3%	0 .0%
	Somewhat Satisfied	157 29.8%	135 34.0%	22 17.0%	0 .0%
	Somewhat Dissatisfied	51 9.6%	42 10.4%	8 6.4%	1 100.0%
	Very Dissatisfied	50 9.5%	36 9.0%	14 11.1%	0 .0%
	DK/NA	185 35.0%	116 29.0%	69 54.1%	0 .0%
	Total	527	398	128	1
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	247	210	36	0

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	52.8%	28.5%	.0%
	Somewhat Satisfied	162 30.8%	127 31.8%	35 27.7%	0 .0%
	Somewhat Dissatisfied	15 2.8%	10 2.4%	4 3.3%	1 100.0%
	Very Dissatisfied	14 2.6%	10 2.4%	4 3.2%	0 .0%
	DK/NA	90 17.0%	42 10.5%	48 37.3%	0 .0%
	Total	527	398	128	1
	12F. Provide space for community events and meetings at the airport office	Very Satisfied	175 33.2%	150 37.7%	25 19.5%	0 .0%
Somewhat Satisfied		206 39.0%	170 42.7%	36 28.0%	0 .0%
Somewhat Dissatisfied		17 3.1%	12 3.0%	3 2.7%	1 100.0%
Very Dissatisfied		10 1.9%	6 1.5%	4 3.1%	0 .0%
DK/NA		120 22.7%	60 15.1%	60 46.7%	0 .0%
Total		527	398	128	1
12G. Provide a playground on airport grounds		Very Satisfied	152 28.9%	135 33.9%	17 13.5%	0 .0%
	Somewhat Satisfied	130 24.7%	110 27.7%	20 15.6%	0 .0%
	Somewhat Dissatisfied	23 4.3%	19 4.7%	3 2.6%	1 100.0%
	Very Dissatisfied	23 4.4%	16 3.9%	7 5.8%	0 .0%
	DK/NA	199 37.7%	119 29.8%	80 62.5%	0 .0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			a,b
	Somewhat Satisfied	B		a,b
	Somewhat Dissatisfied		A	a,b
	Very Dissatisfied		A	a,b
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA			a,b
	Very Satisfied			a,b
	Somewhat Satisfied	B		a,b
	Somewhat Dissatisfied		A	a,b
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied		A	a,b
	DK/NA		A	a,b
	Very Satisfied	B		a,b
	Somewhat Satisfied	B		a,b
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied		A	a,b
	Very Dissatisfied		A	a,b
	DK/NA			a,b
	Very Satisfied	B		a,b
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied			a,b
	Somewhat Dissatisfied		A	a,b
	Very Dissatisfied		A	a,b
	DK/NA			a,b
12F. Provide space for community events and meetings at the airport office	Very Satisfied	B		a,b
	Somewhat Satisfied	B		a,b
	Somewhat Dissatisfied		A	a,b
	Very Dissatisfied		A	a,b
12G. Provide a playground on airport grounds	DK/NA			a,b
	Very Satisfied	B		a,b
	Somewhat Satisfied	B		a,b
	Somewhat Dissatisfied		A	a,b
	Very Dissatisfied			a,b
	DK/NA		A	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	160	188	60	30
	Very Satisfied	157	85	51	1	7
	Somewhat Satisfied	29.8%	53.4%	26.9%	2.2%	24.8%
	Somewhat Dissatisfied	206	60	85	18	3
	Very Dissatisfied	28	2	10	8	6
	DK/NA	5.2%	1.2%	5.5%	13.2%	18.9%
	Very Dissatisfied	13	0	1	6	5
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	2.4%	.0%	.4%	10.1%	15.3%
	Somewhat Satisfied	124	13	41	27	9
	Very Dissatisfied	23.5%	7.8%	22.0%	45.1%	29.8%
	Somewhat Dissatisfied	527	160	188	60	30
	Very Satisfied	118	67	28	1	7
	Somewhat Satisfied	22.3%	41.9%	15.1%	1.2%	24.8%
	Somewhat Dissatisfied	192	71	78	13	1
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied	36.4%	44.7%	41.4%	21.2%	4.3%
	DK/NA	82	0	42	21	0
	Very Satisfied	15.6%	.2%	22.5%	35.6%	.0%
	Somewhat Satisfied	55	3	9	21	18
	Very Dissatisfied	10.5%	1.7%	4.8%	35.2%	61.4%
	DK/NA	80	18	30	4	3
	Very Satisfied	15.2%	11.5%	16.1%	6.7%	9.5%
12D. Manage taxpayer dollars and public funds	Total	527	160	188	60	30
	Very Satisfied	189	104	58	7	8
	Somewhat Satisfied	35.9%	64.9%	30.7%	11.0%	26.2%
	Somewhat Dissatisfied	205	44	74	25	7
	Very Dissatisfied	38.8%	27.3%	39.2%	41.1%	22.3%
	DK/NA	49	7	22	8	5
	Very Dissatisfied	9.3%	4.5%	11.7%	14.1%	18.1%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	21	1	6	8	7
	Somewhat Satisfied	4.0%	.5%	3.1%	13.0%	23.5%
	Somewhat Dissatisfied	63	4	29	12	3
	Very Dissatisfied	11.9%	2.8%	15.4%	20.8%	9.9%
	Total	527	160	188	60	30
	Very Satisfied	84	53	20	1	7
	Somewhat Satisfied	157	56	71	11	2
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied	29.8%	35.2%	37.5%	18.7%	5.3%
	Very Dissatisfied	51	8	16	13	1
	DK/NA	9.6%	5.2%	8.7%	22.4%	3.7%
	Very Satisfied	50	2	11	10	16
	Somewhat Satisfied	9.5%	1.3%	6.0%	16.2%	52.8%
	Very Dissatisfied	185	40	70	24	4
	DK/NA	35.0%	25.2%	37.0%	40.8%	13.4%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	160	188	60	30
	Very Satisfied	247	117	84	8	8

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	89
	Very Satisfied	12 13.9%
	Somewhat Satisfied	39 44.3%
	Somewhat Dissatisfied	2 1.9%
	Very Dissatisfied	1 1.7%
	DK/NA	34 38.2%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	89
Very Satisfied	14 16.0%	
Somewhat Satisfied	28 31.6%	
Somewhat Dissatisfied	18 20.4%	
Very Dissatisfied	4 4.7%	
DK/NA	24 27.3%	
12C. Provide residents with information on airport events, operations, and activities	Total	89
	Very Satisfied	13 15.0%
	Somewhat Satisfied	56 62.6%
	Somewhat Dissatisfied	6 6.7%
	Very Dissatisfied	0 .0%
	DK/NA	14 15.7%
12D. Manage taxpayer dollars and public funds	Total	89
	Very Satisfied	2 2.8%
	Somewhat Satisfied	17 19.6%
	Somewhat Dissatisfied	11 12.8%
	Very Dissatisfied	11 12.8%
DK/NA	46 52.0%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	89
	Very Satisfied	30

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	73.5%	44.5%	13.1%	26.2%	
	Somewhat Satisfied	162 30.8%	31 19.5%	73 38.9%	18 29.8%	3 10.2%	
	Somewhat Dissatisfied	15 2.8%	2 1.2%	6 3.1%	3 5.2%	3 11.2%	
	Very Dissatisfied	14 2.6%	0 .0%	4 2.1%	3 4.7%	6 20.8%	
	DK/NA	90 17.0%	9 5.8%	22 11.5%	28 47.2%	9 31.6%	
	12F. Provide space for community events and meetings at the airport office	Total	527	160	188	60	30
	Very Satisfied	175 33.2%	71 44.8%	63 33.7%	6 10.3%	8 27.2%	
Somewhat Satisfied	206 39.0%	62 38.6%	82 43.3%	15 24.6%	6 19.6%		
Somewhat Dissatisfied	17 3.1%	3 2.1%	4 1.9%	2 2.9%	7 21.9%		
Very Dissatisfied	10 1.9%	0 .0%	2 .9%	3 4.9%	5 16.3%		
DK/NA	120 22.7%	23 14.6%	38 20.2%	34 57.3%	4 15.0%		
12G. Provide a playground on airport grounds	Total	527	160	188	60	30	
	Very Satisfied	152 28.9%	69 43.0%	49 25.9%	4 6.8%	7 24.8%	
	Somewhat Satisfied	130 24.7%	35 22.1%	63 33.2%	12 19.2%	5 18.0%	
	Somewhat Dissatisfied	23 4.3%	6 3.7%	8 4.1%	2 3.8%	2 7.2%	
	Very Dissatisfied	23 4.4%	2 1.4%	1 .3%	5 7.9%	6 19.7%	
	DK/NA	199 37.7%	48 29.8%	69 36.6%	37 62.3%	9 30.3%	

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	33.2%
	Somewhat Satisfied	37 41.4%
	Somewhat Dissatisfied	1 .8%
	Very Dissatisfied	1 .9%
	DK/NA	21 23.7%
	Total	89
12F. Provide space for community events and meetings at the airport office	Very Satisfied	26 29.1%
	Somewhat Satisfied	42 47.1%
	Somewhat Dissatisfied	1 1.4%
	Very Dissatisfied	0 .5%
	DK/NA	19 21.9%
	Total	89
12G. Provide a playground on airport grounds	Very Satisfied	23 26.3%
	Somewhat Satisfied	15 17.2%
	Somewhat Dissatisfied	5 5.4%
	Very Dissatisfied	10 10.9%
	DK/NA	36 40.1%

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	B C D E	C		C
	Somewhat Satisfied	D	D		
	Somewhat Dissatisfied			A	A E
	Very Dissatisfied	. ^a		B	B E
	DK/NA		A	AB	A
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	B C E	C		C
	Somewhat Satisfied	C D	C D		. ^a
	Somewhat Dissatisfied		A	A	. ^a
	Very Dissatisfied			AB E	AB E
	DK/NA				
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	B C D E	C		
	Somewhat Satisfied				
	Somewhat Dissatisfied			AB E	AB E
	Very Dissatisfied			A	
	DK/NA		A		
12D. Manage taxpayer dollars and public funds	Very Satisfied	B C E			C E
	Somewhat Satisfied	D	D E		
	Somewhat Dissatisfied			AB	
	Very Dissatisfied			A	AB C E
	DK/NA				
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	B C D E	C		
	Somewhat Satisfied		A D		
	Somewhat Dissatisfied				A
	Very Dissatisfied	. ^a			B E
	DK/NA			AB E	AB
12F. Provide space for community events and meetings at the airport office	Very Satisfied	C	C		
	Somewhat Satisfied				
	Somewhat Dissatisfied				AB C E
	Very Dissatisfied	. ^a			B E
	DK/NA			AB D E	
12G. Provide a playground on airport grounds	Very Satisfied	B C	C		
	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied			B	AB
	DK/NA			AB D	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	D
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA	A B
	Very Satisfied	C
	Somewhat Satisfied	D
	Somewhat Dissatisfied	A
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied	
	DK/NA	A C
	Very Satisfied	
	Somewhat Satisfied	A B D
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied	
	Very Dissatisfied	A
	DK/NA	A D
	Very Satisfied	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	A D
	Somewhat Dissatisfied	
	Very Dissatisfied	
	DK/NA	A
12F. Provide space for community events and meetings at the airport office	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	
12G. Provide a playground on airport grounds	DK/NA	C
	Very Satisfied	
	Somewhat Satisfied	
	Somewhat Dissatisfied	
	Very Dissatisfied	A B
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	205	195	43	40
	Very Satisfied	157	100	42	0	7
		29.8%	48.7%	21.5%	.7%	18.4%
	Somewhat Satisfied	206	73	105	12	10
		39.0%	35.5%	53.8%	28.5%	24.9%
	Somewhat Dissatisfied	28	1	11	7	7
		5.2%	.7%	5.5%	15.7%	17.6%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Dissatisfied	13	0	1	6	6
		2.4%	.0%	.6%	13.1%	15.1%
	DK/NA	124	31	36	18	10
		23.5%	15.1%	18.7%	42.0%	24.0%
	Total	527	205	195	43	40
	Very Satisfied	118	89	20	0	7
		22.3%	43.3%	10.5%	.0%	18.4%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Somewhat Satisfied	192	77	93	6	7
		36.4%	37.3%	47.8%	14.7%	17.7%
	Somewhat Dissatisfied	82	13	45	18	0
		15.6%	6.1%	23.1%	41.3%	.0%
	Very Dissatisfied	55	2	11	14	25
		10.5%	.8%	5.8%	32.6%	61.3%
	DK/NA	80	26	25	5	1
	15.2%	12.5%	12.9%	11.3%	2.6%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	205	195	43	40
	Very Satisfied	189	113	61	2	8
		35.9%	54.8%	31.2%	4.1%	20.4%
	Somewhat Satisfied	205	73	87	20	14
		38.8%	35.4%	44.4%	47.4%	34.7%
	Somewhat Dissatisfied	49	8	22	9	2
		9.3%	4.1%	11.3%	21.5%	4.1%
12D. Manage taxpayer dollars and public funds	Very Dissatisfied	21	4	5	3	9
		4.0%	1.7%	2.5%	6.9%	23.1%
	DK/NA	63	8	21	9	7
		11.9%	3.9%	10.7%	20.2%	17.6%
	Total	527	205	195	43	40
	Very Satisfied	84	63	13	0	7
		16.0%	30.6%	6.7%	1.0%	18.4%
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied	157	65	77	11	2
		29.8%	31.6%	39.5%	24.8%	5.2%
	Somewhat Dissatisfied	51	17	18	8	7
		9.6%	8.1%	9.0%	18.5%	18.0%
	Very Dissatisfied	50	2	6	14	16
		9.5%	1.1%	3.2%	32.5%	38.9%
	DK/NA	185	59	81	10	8
	35.0%	28.6%	41.6%	23.2%	19.4%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	205	195	43	40
	Very Satisfied	247	143	83	5	13

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	43
	Very Satisfied	7 16.8%
	Somewhat Satisfied	5 12.3%
	Somewhat Dissatisfied	2 4.0%
	Very Dissatisfied	0 .0%
	DK/NA	29 66.9%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	43
Very Satisfied	1 2.2%	
Somewhat Satisfied	8 19.3%	
Somewhat Dissatisfied	7 15.7%	
Very Dissatisfied	4 8.8%	
DK/NA	23 53.9%	
12C. Provide residents with information on airport events, operations, and activities	Total	43
	Very Satisfied	6 13.6%
	Somewhat Satisfied	11 24.9%
	Somewhat Dissatisfied	7 17.4%
	Very Dissatisfied	1 1.7%
	DK/NA	18 42.4%
12D. Manage taxpayer dollars and public funds	Total	43
	Very Satisfied	1 1.5%
	Somewhat Satisfied	2 5.4%
	Somewhat Dissatisfied	1 2.7%
	Very Dissatisfied	12 28.0%
DK/NA	27 62.3%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	43
	Very Satisfied	2

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	69.7%	42.5%	11.3%	33.2%
	Somewhat Satisfied	162 30.8%	57 27.9%	78 40.0%	10 24.1%	5 11.9%
	Somewhat Dissatisfied	15 2.8%	1 .5%	6 3.1%	4 10.4%	3 6.8%
	Very Dissatisfied	14 2.6%	0 .0%	0 .2%	1 3.0%	8 19.2%
	DK/NA	90 17.0%	4 2.0%	28 14.2%	22 51.3%	12 28.9%
	12F. Provide space for community events and meetings at the airport office	Total	527	205	195	43	40
12G. Provide a playground on airport grounds	Very Satisfied	175 33.2%	96 46.7%	62 31.6%	2 4.0%	9 22.3%
	Somewhat Satisfied	206 39.0%	92 44.8%	76 38.8%	10 22.3%	15 36.2%
	Somewhat Dissatisfied	17 3.1%	0 .0%	5 2.3%	7 16.8%	2 4.4%
	Very Dissatisfied	10 1.9%	0 .0%	1 .6%	4 8.9%	5 12.1%
	DK/NA	120 22.7%	17 8.5%	52 26.7%	21 47.9%	10 25.1%
12G. Provide a playground on airport grounds	Total	527	205	195	43	40
	Very Satisfied	152 28.9%	86 42.0%	50 25.4%	2 4.0%	13 31.1%
	Somewhat Satisfied	130 24.7%	53 25.9%	53 27.2%	12 28.4%	3 8.1%
	Somewhat Dissatisfied	23 4.3%	8 3.8%	9 4.7%	5 11.1%	1 2.9%
	Very Dissatisfied	23 4.4%	2 .8%	4 2.2%	2 5.6%	8 19.2%
DK/NA	199 37.7%	56 27.5%	79 40.6%	22 51.0%	16 38.7%	

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	5.1%
	Somewhat Satisfied	12 27.1%
	Somewhat Dissatisfied	1 1.7%
	Very Dissatisfied	4 10.0%
	DK/NA	24 56.1%
	Total	43
12F. Provide space for community events and meetings at the airport office	Very Satisfied	7 16.0%
	Somewhat Satisfied	14 32.0%
	Somewhat Dissatisfied	3 6.8%
	Very Dissatisfied	0 .0%
	DK/NA	19 45.2%
	Total	43
12G. Provide a playground on airport grounds	Very Satisfied	2 5.4%
	Somewhat Satisfied	8 19.2%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	7 16.6%
	DK/NA	25 58.9%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	BCDE	C		
	Somewhat Satisfied	E	ACDE		
	Somewhat Dissatisfied		A	A	A
	Very Dissatisfied	a		B	B
	DK/NA			AB ^a	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied	BDE			
	Somewhat Satisfied	C	CDE		
	Somewhat Dissatisfied		AD	AD	
	Very Dissatisfied		A	AB	ABE
	DK/NA				
12C. Provide residents with information on airport events, operations, and activities	Very Satisfied	BCDE	C		
	Somewhat Satisfied			A	
	Somewhat Dissatisfied				ABE
	Very Dissatisfied			A	A
	DK/NA				
12D. Manage taxpayer dollars and public funds	Very Satisfied	BCE			
	Somewhat Satisfied	DE	DE		
	Somewhat Dissatisfied			AB	AB
	Very Dissatisfied				
	DK/NA				
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	BCDE	CE		E
	Somewhat Satisfied		D		
	Somewhat Dissatisfied			A	A
	Very Dissatisfied	a			B
	DK/NA		A	AB	A
12F. Provide space for community events and meetings at the airport office	Very Satisfied	BCDE	C		
	Somewhat Satisfied				
	Somewhat Dissatisfied	a		B	B
	Very Dissatisfied	a		A	A
	DK/NA		A		
12G. Provide a playground on airport grounds	Very Satisfied	BCE	CE		CE
	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied				AB
	DK/NA			A	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	a
	Very Dissatisfied	A B D
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA	.
	Very Satisfied	A
	Somewhat Satisfied	A B C D
	Somewhat Dissatisfied	.
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied	A
	DK/NA	A B
	Very Satisfied	.
	Somewhat Satisfied	.
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied	A B
	Very Dissatisfied	A B C D
	DK/NA	.
	Very Satisfied	.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	B
	Somewhat Dissatisfied	A B
	Very Dissatisfied	.
	DK/NA	.
12F. Provide space for community events and meetings at the airport office	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	a
	Very Dissatisfied	A
12G. Provide a playground on airport grounds	DK/NA	A
	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	a
	Very Dissatisfied	A B
	DK/NA	A
	Very Satisfied	.
	Somewhat Satisfied	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	Shift			
			Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
12A. Provide high quality community aviation facilities and services to meet local needs	Total	527	78	19	322	65
	Very Satisfied	157	12	0	130	7
		29.8%	15.6%	1.6%	40.3%	11.5%
	Somewhat Satisfied	206	35	5	143	17
		39.0%	44.4%	27.2%	44.4%	26.6%
	Somewhat Dissatisfied	28	2	2	10	11
		5.2%	2.8%	13.0%	3.0%	17.6%
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Dissatisfied	13	1	2	0	10
		2.4%	1.4%	11.8%	.0%	14.8%
	DK/NA	124	28	9	39	19
		23.5%	35.8%	46.4%	12.2%	29.5%
	Total	527	78	19	322	65
	Very Satisfied	118	15	0	94	7
		22.3%	19.0%	.0%	29.3%	11.5%
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	192	26	5	144	8
		36.4%	32.8%	28.8%	44.8%	12.5%
	Somewhat Dissatisfied	82	20	8	38	9
		15.6%	25.4%	44.4%	11.7%	14.6%
	Very Dissatisfied	55	4	2	9	37
		10.5%	4.8%	11.8%	2.9%	56.6%
	DK/NA	80	14	3	37	3
	15.2%	18.1%	15.0%	11.4%	4.8%	
12C. Provide residents with information on airport events, operations, and activities	Total	527	78	19	322	65
	Very Satisfied	189	14	0	160	10
		35.9%	17.6%	.0%	49.5%	15.5%
	Somewhat Satisfied	205	45	9	114	25
		38.8%	57.6%	49.6%	35.5%	38.8%
	Somewhat Dissatisfied	49	6	1	24	10
		9.3%	8.0%	4.9%	7.5%	15.5%
12D. Manage taxpayer dollars and public funds	Very Dissatisfied	21	5	2	4	10
		4.0%	6.2%	11.9%	1.1%	15.5%
	DK/NA	63	8	6	20	9
		11.9%	10.7%	33.6%	6.4%	14.7%
	Total	527	78	19	322	65
	Very Satisfied	84	3	0	73	8
		16.0%	3.8%	.0%	22.6%	12.1%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	157	16	4	126	9
		29.8%	20.6%	20.7%	39.0%	13.8%
	Somewhat Dissatisfied	51	10	6	24	9
		9.6%	13.2%	31.1%	7.4%	14.5%
	Very Dissatisfied	50	3	6	6	24
		9.5%	3.3%	32.0%	1.8%	36.6%
	DK/NA	185	46	3	94	15
	35.0%	59.1%	16.2%	29.1%	22.9%	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	527	78	19	322	65
	Very Satisfied	247	28	8	198	11

		Shift	
		DK/NA on Both	Switch to DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	Total	17	26
	Very Satisfied	1 9.0%	6 21.7%
	Somewhat Satisfied	2 14.5%	3 10.9%
	Somewhat Dissatisfied	2 10.3%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%
	DK/NA	11 66.2%	18 67.4%
	12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Total	17	26
Very Satisfied		0 .6%	1 3.2%
Somewhat Satisfied		3 20.3%	5 18.7%
Somewhat Dissatisfied		4 25.8%	2 9.4%
Very Dissatisfied		1 4.8%	3 11.3%
DK/NA		8 48.5%	15 57.3%
12C. Provide residents with information on airport events, operations, and activities		Total	17	26
	Very Satisfied	3 18.8%	3 10.4%
	Somewhat Satisfied	8 47.4%	3 10.9%
	Somewhat Dissatisfied	2 10.7%	6 21.6%
	Very Dissatisfied	0 .0%	1 2.8%
	DK/NA	4 23.2%	14 54.4%
	12D. Manage taxpayer dollars and public funds	Total	17	26
Very Satisfied		0 1.3%	0 1.6%
Somewhat Satisfied		1 7.8%	1 3.9%
Somewhat Dissatisfied		0 2.5%	1 2.9%
Very Dissatisfied		7 43.6%	5 18.3%
DK/NA		7 44.9%	19 73.3%
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Total	17	26
	Very Satisfied	1	1

		Total	Shift			Unfavorable on Both
			Switch to Favorable	Switch to Unfavorable	Favorable on Both	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	46.8%	35.9%	40.8%	61.4%	16.3%
	Somewhat Satisfied	162 30.8%	34 43.1%	5 27.5%	102 31.5%	10 15.5%
	Somewhat Dissatisfied	15 2.8%	2 2.1%	2 8.8%	5 1.6%	6 8.6%
	Very Dissatisfied	14 2.6%	0 .5%	0 .0%	0 .0%	9 14.0%
	DK/NA	90 17.0%	14 18.4%	4 22.9%	18 5.4%	29 45.6%
	Total	527	78	19	322	65
	12F. Provide space for community events and meetings at the airport office	Very Satisfied	175 33.2%	24 30.3%	0 .0%	134 41.5%	11 16.5%
Somewhat Satisfied		206 39.0%	33 42.0%	12 62.8%	135 41.9%	12 19.1%
Somewhat Dissatisfied		17 3.1%	0 .0%	1 3.9%	5 1.4%	8 12.8%
Very Dissatisfied		10 1.9%	0 .5%	1 4.9%	1 .2%	8 12.1%
DK/NA		120 22.7%	21 27.2%	5 28.4%	48 15.0%	25 39.4%
Total		527	78	19	322	65
12G. Provide a playground on airport grounds		Very Satisfied	152 28.9%	19 24.2%	5 27.2%	117 36.3%	9 14.1%
	Somewhat Satisfied	130 24.7%	14 17.3%	4 20.7%	93 28.8%	12 17.9%
	Somewhat Dissatisfied	23 4.3%	6 7.4%	2 13.0%	11 3.5%	3 5.4%
	Very Dissatisfied	23 4.4%	3 4.4%	1 7.3%	2 .7%	9 13.6%
	DK/NA	199 37.7%	37 46.7%	6 31.8%	99 30.8%	32 48.9%

		Shift	
		DK/NA on Both	Switch to DK/NA
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Very Satisfied	9.0%	2.6%
	Somewhat Satisfied	53.3%	10.7%
	Somewhat Dissatisfied	0	1
	Very Dissatisfied	2.3%	14.8%
	DK/NA	35.3%	69.2%
12F. Provide space for community events and meetings at the airport office	Total	17	26
	Very Satisfied	34.9%	4.1%
	Somewhat Satisfied	32.2%	31.8%
	Somewhat Dissatisfied	7.8%	6.2%
	Very Dissatisfied	.0%	0
12G. Provide a playground on airport grounds	Total	17	26
	Very Satisfied	10.1%	2.4%
	Somewhat Satisfied	19.0%	19.3%
	Somewhat Dissatisfied	.0%	.0%
	Very Dissatisfied	37.4%	3.5%
DK/NA	33.5%	74.8%	

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			ABD	
	Somewhat Satisfied	F		F	
	Somewhat Dissatisfied				AC
	Very Dissatisfied			^a	A
	DK/NA	C	C ^a		C
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	Very Satisfied			DF	
	Somewhat Satisfied	C	C	D	
	Very Dissatisfied				ABCEF
	DK/NA				
	Very Satisfied			ADF	
12C. Provide residents with information on airport events, operations, and activities	Somewhat Satisfied	CF			
	Somewhat Dissatisfied				
	Very Dissatisfied		C		C
	DK/NA		C ^a		
	Very Satisfied			A	
12D. Manage taxpayer dollars and public funds	Somewhat Satisfied		C	ADF	
	Somewhat Dissatisfied		AC		AC
	Very Dissatisfied	BCD			
	DK/NA	F	F	ADEF	
	Very Satisfied	DF			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied				C
	Somewhat Dissatisfied			^a	A
	Very Dissatisfied				AC
	DK/NA	C	C ^a		
	Very Satisfied			DF	
12F. Provide space for community events and meetings at the airport office	Somewhat Satisfied		D	D	
	Somewhat Dissatisfied	^a			C
	Very Dissatisfied		C		AC
	DK/NA				C
	Very Satisfied			DF	
12G. Provide a playground on airport grounds	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied				C
DK/NA					

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		
	Somewhat Satisfied		
	Somewhat Dissatisfied	.	.
	Very Dissatisfied	a	a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DK/NA	C	C D
	Very Satisfied		
	Somewhat Satisfied		
	Somewhat Dissatisfied		
12C. Provide residents with information on airport events, operations, and activities	Very Dissatisfied		
	DK/NA	C D	A C D
	Very Satisfied		
	Somewhat Satisfied		
12D. Manage taxpayer dollars and public funds	Somewhat Dissatisfied		
	Very Dissatisfied	A C	C
	DK/NA		B C D
	Very Satisfied		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	Somewhat Satisfied	D F	
	Somewhat Dissatisfied	a	
	Very Dissatisfied		A
	DK/NA	C	A B C
12F. Provide space for community events and meetings at the airport office	Very Satisfied		
	Somewhat Satisfied		
	Somewhat Dissatisfied		
	Very Dissatisfied	a	a
12G. Provide a playground on airport grounds	DK/NA		C
	Very Satisfied		
	Somewhat Satisfied		
	Somewhat Dissatisfied	a	a
	Very Dissatisfied	A C	
	DK/NA		C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	138
	Jet planes	81	81
		58.7%	58.7%
	Glider tow planes	11	11
		8.1%	8.1%
	Other propeller planes	45	45
		32.7%	32.7%
	Helicopters	27	27
	19.4%	19.4%	
Unsure of aircraft type	22	22	
	16.3%	16.3%	
DK/NA	3	3	
	1.9%	1.9%	

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	.
	Glider tow planes	.
	Other propeller planes	.
	Helicopters	.
	Unsure of aircraft type	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	91	46	1
	Jet planes	81	51	29	1
		58.7%	56.2%	62.9%	100.0%
	Glider tow planes	11	7	3	1
		8.1%	8.1%	6.4%	100.0%
	Other propeller planes	45	32	12	1
		32.7%	35.0%	26.8%	100.0%
	Helicopters	27	21	5	0
		19.4%	23.7%	11.3%	.0%
	Unsure of aircraft type	22	13	9	0
	16.3%	14.4%	20.4%	.0%	
DK/NA	3	0	2	0	
	1.9%	.6%	4.7%	.0%	

Comparisons of Column Proportions ^{c,d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes			a, b
	Glider tow planes			a, b
	Other propeller planes			a, b
	Helicopters			a, b
	Unsure of aircraft type			a, b
	DK/NA			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	17	32	28	40	19	2
	Jet planes	81	8	16	18	27	10	1
		58.7%	45.8%	51.3%	65.1%	68.4%	55.5%	38.4%
	Glider tow planes	11	0	2	2	5	1	1
		8.1%	.0%	7.4%	6.4%	13.1%	4.9%	38.4%
	Other propeller planes	45	7	14	7	12	3	1
		32.7%	42.8%	44.2%	26.5%	28.8%	17.4%	65.2%
	Helicopters	27	7	11	2	2	3	1
	19.4%	42.8%	34.5%	7.3%	5.2%	18.5%	38.4%	
Unsure of aircraft type	22	0	3	8	8	3	1	
	16.3%	.0%	7.9%	27.7%	20.6%	17.6%	34.8%	
DK/NA	3	2	0	0	0	1	0	
	1.9%	11.4%	.0%	.0%	.2%	3.4%	.0%	

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes						
	Glider tow planes	a					
	Other propeller planes	.					
	Helicopters	D	D				
	Unsure of aircraft type	a					
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	9	13	1	9	8	3	6
	Jet planes	81	6	7	0	4	5	3	4
		58.7%	70.2%	52.1%	18.6%	39.7%	61.8%	76.4%	65.0%
	Glider tow planes	11	1	3	0	1	0	1	0
		8.1%	16.1%	22.1%	.0%	9.3%	.0%	21.9%	.0%
	Other propeller planes	45	4	6	1	5	4	1	4
		32.7%	49.4%	43.0%	100.0%	59.5%	50.8%	21.9%	68.4%
	Helicopters	27	0	0	0	4	1	0	0
	19.4%	.0%	3.2%	.0%	50.2%	14.2%	12.5%	.0%	
Unsure of aircraft type	22	0	2	0	1	3	0	0	
	16.3%	.0%	16.4%	.0%	10.1%	32.0%	11.1%	.0%	
DK/NA	3	0	1	0	0	0	0	0	
	1.9%	.0%	4.8%	.0%	.0%	1.0%	.0%	.0%	

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	1	2	0	4	4	16	18
	Jet planes	1	2	0	3	4	7	15
		69.1%	100.0%	100.0%	71.6%	100.0%	46.3%	81.5%
	Glider tow planes	0	1	0	1	0	0	0
		.0%	32.5%	.0%	25.7%	.0%	.0%	.0%
	Other propeller planes	0	1	0	1	0	7	1
		.0%	32.5%	.0%	25.7%	.0%	44.5%	7.5%
	Helicopters	0	0	0	1	0	8	0
	30.8%	.0%	.0%	25.7%	.0%	51.4%	1.7%	
Unsure of aircraft type	0	0	0	1	0	0	3	
	.1%	.0%	.0%	40.3%	.0%	2.3%	18.5%	
DK/NA	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date					
		June 10	June 11	June 12	June 13	June 14	June 17
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	7	18	5	0	4	9
	Jet planes	7	3	5	0	0	6
	Glider tow planes	0	1	2	0	0	0
	Other propeller planes	0	1	2	0	4	3
	Helicopters	0	2	1	0	4	3
	Unsure of aircraft type	0	11	0	0	0	0
	DK/NA	0	2	0	0	0	0
		.0%	11.1%	.0%	.0%	.0%	.0%
		100.0%	15.2%	100.0%	.0%	8.7%	62.3%
		.0%	6.3%	43.7%	.0%	.0%	2.6%
		.0%	3.4%	43.7%	.0%	88.9%	31.0%
		.0%	12.4%	25.4%	100.0%	91.3%	33.2%
		.0%	62.9%	.0%	100.0%	.0%	2.4%
		.0%	11.1%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{c,d}

		Date							
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes			a					a
	Glider tow planes			a,b		b		b	a,b
	Other propeller planes			a,b				p	a,b
	Helicopters	b		a,b				b	a
	Unsure of aircraft type	b		a,b				b	a
	DK/NA	b		a,b	b		b	b	a,b

Comparisons of Column Proportions^{c,d}

		Date						
		June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(I)	(J)	(K)	(L)	(M)	(N)	(O)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	b	a,b		b			b
	Glider tow planes		a,b		b	b	b	b
	Other propeller planes		a,b		b			b
	Helicopters	b	a,b		b		N	b
	Unsure of aircraft type	b	a,b		b			b
	DK/NA	b	a,b	b	b	b	b	b

Comparisons of Column Proportions^{c,d}

		Date				
		June 11	June 12	June 13	June 14	June 17
		(P)	(Q)	(R)	(S)	(T)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes		b	a,b		
	Glider tow planes			a,b		b
	Other propeller planes			a,b		N P
	Helicopters			a,b		B N
	Unsure of aircraft type	M	b	a,b	b	b
	DK/NA		b	a,b	b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	1	7	6	2	12	4	5
	Jet planes	81	0	6	0	2	2	4	2
	Glider tow planes	11	0	1	0	0	0	0	1
	Other propeller planes	45	0	1	6	0	0	0	4
	Helicopters	27	1	2	6	0	2	1	4
	Unsure of aircraft type	22	0	0	0	0	9	0	0
	DK/NA	3	0	0	0	0	0	0	0
		1.9%	.0%	3.3%	.0%	.0%	.0%	1.6%	
		58.7%	.0%	80.7%	.0%	100.0%	13.8%	87.5%	
		8.1%	.0%	8.5%	.0%	.0%	.0%	2.5%	
		32.7%	.0%	8.5%	100.0%	.0%	.0%	7.5%	
		19.4%	100.0%	24.5%	100.0%	.0%	13.8%	15.0%	
		16.3%	.0%	6.3%	.0%	.0%	72.5%	10.0%	

		Zip Code			
		96148	96160	96161	96162
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	4	6	91	0
	Jet planes	3	4	60	0
	Glider tow planes	0	0	10	0
	Other propeller planes	1	0	33	0
	Helicopters	1	0	10	0
	Unsure of aircraft type	0	0	13	0
	DK/NA	0	2	0	0
		.0%	32.9%	.5%	.0%
		74.0%	67.1%	66.1%	50.0%
		.0%	.0%	10.7%	.0%
		26.0%	.0%	36.3%	25.0%
		26.0%	.0%	11.5%	25.0%
		.0%	.0%	14.3%	25.0%

Comparisons of Column Proportions^{c,d}

		Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a,b		b	a,b					
	Glider tow planes	a,b		b	a,b		b		b	b
	Other propeller planes	a,b		b	a,b		b			b
	Helicopters	a,b		b	a,b			J		b
	Unsure of aircraft type	a,b		b	a,b		I J		b	b
	DK/NA	a,b		b	a,b		b		b	J

Comparisons of Column Proportions ^{c,d}

		Zip Code	
		96161	96162
		(J)	(K)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	E	a
	Glider tow planes		a,b
	Other propeller planes		a
	Helicopters		a
	Unsure of aircraft type		a
	DK/NA		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	97	0	10	3	1	15
	Jet planes	64	0	0	3	1	13
		66.1%	.0%	4.3%	86.8%	100.0%	88.5%
	Glider tow planes	10	0	0	0	0	2
		10.1%	.0%	.0%	.0%	.0%	11.8%
	Other propeller planes	33	0	1	1	0	6
		34.1%	.0%	7.6%	23.2%	.0%	40.3%
	Helicopters	10	0	1	0	0	0
	10.8%	.0%	7.6%	13.2%	.0%	.0%	
Unsure of aircraft type	13	0	7	1	0	0	
	13.5%	100.0%	67.8%	23.2%	.0%	2.5%	
DK/NA	2	0	2	0	0	0	
	2.4%	.0%	20.3%	.0%	.0%	.0%	

		Neighborhood			
		Gray's Crossing	Northstar/Lahontan	Old Greenwood	Olympic Heights
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	3	2	1	8
	Jet planes	2	0	1	3
		87.0%	22.9%	100.0%	40.5%
	Glider tow planes	0	0	0	0
		.0%	22.8%	.0%	4.9%
	Other propeller planes	0	1	0	6
		.0%	54.3%	.0%	66.8%
	Helicopters	0	0	0	2
	14.6%	.0%	.0%	25.0%	
Unsure of aircraft type	0	0	0	0	
	13.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	22.8%	.0%	.0%	

		Neighborhood			
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	24	9	16	5
	Jet planes	15	9	12	4
		64.3%	95.6%	74.7%	69.8%
	Glider tow planes	3	1	1	2
		13.0%	12.2%	6.0%	38.0%
	Other propeller planes	11	4	2	2
		47.4%	37.2%	12.4%	40.1%
	Helicopters	6	1	0	0
	23.5%	12.2%	.0%	.0%	
Unsure of aircraft type	2	0	3	0	
	7.7%	.0%	19.3%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions ^{c,d}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a,b			a,b	B
	Glider tow planes	a,b	.b	.b	a,b	
	Other propeller planes	a,b			a,b	
	Helicopters	a,b			a,b	.b
	Unsure of aircraft type	a,b	E J		a,b	
	DK/NA	a,b		.b	a,b	.b

Comparisons of Column Proportions ^{c,d}

		Neighborhood			
		Gray's Crossing (F)	Northstar/Lahontan (G)	Old Greenwood (H)	Olympic Heights (I)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a	a	a,b	
	Glider tow planes	.b	a	a,b	
	Other propeller planes	.b	a	a,b	
	Helicopters		a,b	a,b	
	Unsure of aircraft type		a,b	a,b	.b
	DK/NA	.b	a	a,b	.b

Comparisons of Column Proportions ^{c,d}

		Neighborhood			
		Ponderosa/Sierra Meadows (J)	Prosser (K)	Tahoe Donner (L)	Other (M)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes		B	B	
	Glider tow planes				
	Other propeller planes			.b	.b
	Helicopters		.b		.b
	Unsure of aircraft type		.b	.b	.b
	DK/NA	.b	.b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	1	20	41	29
	Jet planes	81	0	10	17	19
		58.7%	.0%	48.3%	41.3%	67.1%
	Glider tow planes	11	0	1	1	4
		8.1%	.0%	4.6%	2.6%	14.0%
	Other propeller planes	45	0	3	23	8
		32.7%	.0%	13.6%	56.2%	29.3%
	Helicopters	27	0	0	14	7
	19.4%	.0%	2.1%	34.9%	22.5%	
Unsure of aircraft type	22	1	7	6	5	
	16.3%	100.0%	35.3%	13.9%	16.5%	
DK/NA	3	0	2	0	0	
	1.9%	.0%	11.7%	.0%	.0%	

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	19	13	14
	Jet planes	15	11	9
		82.6%	79.1%	59.4%
	Glider tow planes	2	2	1
		10.5%	13.9%	8.6%
	Other propeller planes	6	3	2
		30.9%	19.3%	14.8%
	Helicopters	2	0	3
	13.1%	.0%	20.1%	
Unsure of aircraft type	1	1	3	
	3.9%	4.7%	19.1%	
DK/NA	0	0	0	
	.5%	.0%	1.6%	

Comparisons of Column Proportions^{c,d}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	. ^{a,b}			
	Glider tow planes	. ^{a,b}			
	Other propeller planes	. ^{a,b}		B	
	Helicopters	. ^{a,b}			
	Unsure of aircraft type	. ^{a,b}			
	DK/NA	. ^{a,b}		. ^b	. ^b

Comparisons of Column Proportions^{c,d}

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
		(E)	(F)	(G)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	C		
	Glider tow planes			
	Other propeller planes			
	Helicopters			
	Unsure of aircraft type		. ^b	
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	41	94	3
	Jet planes	81	16	65	0
		58.7%	37.9%	69.6%	.0%
	Glider tow planes	11	0	11	0
		8.1%	.0%	11.9%	.0%
	Other propeller planes	45	16	29	0
		32.7%	39.5%	30.7%	.0%
	Helicopters	27	14	13	0
	19.4%	34.4%	13.5%	.0%	
Unsure of aircraft type	22	9	10	3	
	16.3%	23.0%	10.9%	100.0%	
DK/NA	3	2	1	0	
	1.9%	4.8%	.8%	.0%	

Comparisons of Column Proportions ^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a	A	a
	Glider tow planes	.		.
	Other propeller planes	.		.
	Helicopters	B		.
	Unsure of aircraft type	.		.
	DK/NA	.		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence	
		Total	Primary home
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	94	94
	Jet planes	65 69.6%	65 69.6%
	Glider tow planes	11 11.9%	11 11.9%
	Other propeller planes	29 30.7%	29 30.7%
	Helicopters	13 13.5%	13 13.5%
	Unsure of aircraft type	10 10.9%	10 10.9%
	DK/NA	1 .8%	1 .8%

Comparisons of Column Proportions ^{a,b}

		Prime/Secondary Residence
		Primary home
		(A)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	.
	Glider tow planes	.
	Other propeller planes	.
	Helicopters	.
	Unsure of aircraft type	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	2	2	3	108
	Jet planes	81 58.7%	2 100.0%	1 59.9%	1 29.1%	70 64.9%
	Glider tow planes	11 8.1%	0 .0%	0 .0%	0 .0%	10 9.4%
	Other propeller planes	45 32.7%	0 .0%	1 40.1%	0 .0%	36 33.4%
	Helicopters	27 19.4%	0 .0%	0 .0%	0 .0%	20 19.0%
	Unsure of aircraft type	22 16.3%	0 .0%	0 .0%	2 70.9%	13 12.2%
	DK/NA	3 1.9%	0 .0%	0 .0%	0 .0%	1 .6%

		Ethnic Group			
		Hispanic/Latino	Some other race	Two or more races	DK/NA
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	16	0	2	6
	Jet planes	4 24.6%	0 100.0%	1 42.4%	3 48.2%
	Glider tow planes	0 .0%	0 .0%	0 .0%	1 18.6%
	Other propeller planes	6 37.6%	0 99.6%	1 57.6%	1 19.8%
	Helicopters	6 37.6%	0 .0%	0 .0%	0 4.0%
	Unsure of aircraft type	6 37.8%	0 .0%	0 .0%	1 15.8%
	DK/NA	0 .0%	0 .0%	0 .0%	2 36.1%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a,b	a		E	
	Glider tow planes	a,b	a,b	.b		.b
	Other propeller planes	a,b	a	.b		
	Helicopters	a,b	a,b	.b		
	Unsure of aircraft type	a,b	a,b		D	D
	DK/NA	a,b	a,b	.b		.b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(F)	(G)	(H)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a,b	a	
	Glider tow planes	a,b	a,b	
	Other propeller planes	a	a	
	Helicopters	a,b	a,b	
	Unsure of aircraft type	a,b	a,b	D
	DK/NA	a,b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	91	88	4
	Jet planes	60	57	3
	Glider tow planes	8	8	0
	Other propeller planes	31	31	0
	Helicopters	10	10	0
	Unsure of aircraft type	13	13	0
	DK/NA	2	2	0

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes		a
	Glider tow planes		a
	Other propeller planes		
	Helicopters		
	Unsure of aircraft type		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	91	0	10	3	1	15
	Jet planes	60	0	0	3	1	13
	Glider tow planes	8	0	0	0	0	2
	Other propeller planes	31	0	1	1	0	6
	Helicopters	10	0	1	0	0	0
	Unsure of aircraft type	13	0	7	1	0	0
	DK/NA	2	0	2	0	0	0
		2.6%	.0%	20.3%	.0%	.0%	.0%

		Vicinity of Airport			
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	2	8	24	9
	Jet planes	0	3	15	9
	Glider tow planes	0	0	3	1
	Other propeller planes	1	6	11	4
	Helicopters	0	2	6	1
	Unsure of aircraft type	0	0	2	0
	DK/NA	0	0	0	0
		22.8%	.0%	.0%	.0%

		Vicinity of Airport	
		Tahoe Donner	Not in Area
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	16	4
	Jet planes	12 74.7%	3 89.6%
	Glider tow planes	1 6.0%	0 .0%
	Other propeller planes	2 12.4%	0 .0%
	Helicopters	0 .0%	0 11.6%
	Unsure of aircraft type	3 19.3%	0 10.4%
	DK/NA	0 .0%	0 .0%

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a,b			a,b	B
	Glider tow planes	a,b	.b	.b	a,b	
	Other propeller planes	a,b			a,b	
	Helicopters	a,b			a,b	.b
	Unsure of aircraft type	a,b	E H		a,b	
	DK/NA	a,b		.b	a,b	.b

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport			
		Northstar/Lahontan (F)	Olympic Heights (G)	Ponderosa/Sierra Meadows (H)	Prosser (I)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a			B
	Glider tow planes	a			
	Other propeller planes	a			
	Helicopters	a,b	.b		.b
	Unsure of aircraft type	a,b	.b		.b
	DK/NA	a	.b	.b	.b

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport	
		Tahoe Donner (J)	Not in Area (K)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	B	B
	Glider tow planes		.b
	Other propeller planes		.b
	Helicopters	.b	
	Unsure of aircraft type	.b	.b
	DK/NA	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	7	24	95	12
	Jet planes	81 58.7%	0 .0%	11 45.6%	64 66.6%	6 53.9%
	Glider tow planes	11 8.1%	0 6.3%	1 3.9%	10 10.3%	0 .0%
	Other propeller planes	45 32.7%	0 .0%	7 30.3%	35 37.0%	3 21.0%
	Helicopters	27 19.4%	0 .0%	6 27.3%	18 19.2%	2 16.2%
	Unsure of aircraft type	22 16.3%	6 92.4%	6 25.3%	9 9.1%	2 14.5%
	DK/NA	3 1.9%	0 1.3%	1 2.7%	0 .0%	2 16.2%

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much (A)	Right amount (B)	Not enough (C)	Not sure/No opinion/DK/N (D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a			
	Glider tow planes				a
	Other propeller planes	a			
	Helicopters	a			
	Unsure of aircraft type	B C D			a
	DK/NA				a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	47	48	21	15
	Jet planes	81	34	23	8	11
		58.7%	72.7%	47.0%	40.7%	70.4%
	Glider tow planes	11	3	4	1	2
		8.1%	7.2%	7.6%	4.5%	12.3%
	Other propeller planes	45	16	16	7	3
		32.7%	34.8%	33.9%	36.0%	22.3%
	Helicopters	27	7	10	6	2
	19.4%	14.8%	21.0%	28.5%	13.4%	
Unsure of aircraft type	22	6	12	3	0	
	16.3%	13.3%	24.9%	13.3%	.0%	
DK/NA	3	0	0	2	0	
	1.9%	.0%	.0%	10.5%	3.3%	

		Reduce Number of Flights
		Not sure/DK/NA
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	7
	Jet planes	5
		74.8%
	Glider tow planes	1
		19.4%
	Other propeller planes	1
		22.6%
Helicopters	2	
	25.6%	
Unsure of aircraft type	1	
	21.9%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes				
	Glider tow planes				
	Other propeller planes				
	Helicopters				
	Unsure of aircraft type				
	DK/NA	a	a		a

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	
	Glider tow planes	
	Other propeller planes	
	Helicopters	
	Unsure of aircraft type	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	15	37	31	35
	Jet planes	81	8	22	19	25
		58.7%	55.8%	59.1%	63.5%	70.4%
	Glider tow planes	11	1	3	2	4
		8.1%	6.2%	6.9%	7.8%	10.1%
	Other propeller planes	45	2	12	6	15
		32.7%	14.5%	32.6%	19.6%	43.1%
	Helicopters	27	1	10	1	8
		19.4%	6.9%	26.3%	4.8%	22.5%
	Unsure of aircraft type	22	6	3	7	0
	16.3%	41.4%	8.6%	24.1%	.0%	
DK/NA	3	0	0	0	0	
	1.9%	2.8%	.0%	.7%	.2%	

		Remain the Way it Is
		Not sure/DK/NA
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	20
	Jet planes	6
		32.3%
	Glider tow planes	2
		8.5%
	Other propeller planes	10
		47.8%
	Helicopters	7
	32.9%	
Unsure of aircraft type	6	
	28.8%	
DK/NA	2	
	9.7%	

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes				
	Glider tow planes				
	Other propeller planes				
	Helicopters				
	Unsure of aircraft type	B	a		a
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	
	Glider tow planes	
	Other propeller planes	
	Helicopters	
	Unsure of aircraft type	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	54	54	13	5
	Jet planes	81	31	30	9	4
		58.7%	57.3%	54.9%	68.7%	69.6%
	Glider tow planes	11	5	5	1	1
		8.1%	8.6%	8.3%	6.4%	21.3%
	Other propeller planes	45	13	23	4	3
		32.7%	24.5%	41.3%	29.0%	64.0%
	Helicopters	27	10	14	0	2
	19.4%	18.0%	25.0%	3.2%	34.6%	
Unsure of aircraft type	22	13	5	3	0	
	16.3%	24.3%	8.5%	25.1%	.0%	
DK/NA	3	0	2	0	0	
	1.9%	.8%	4.0%	.7%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	11
	Jet planes	7
		67.9%
	Glider tow planes	0
		.0%
	Other propeller planes	2
		18.7%
Helicopters	1	
	9.6%	
Unsure of aircraft type	1	
	13.5%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes				
	Glider tow planes				
	Other propeller planes				
	Helicopters				
	Unsure of aircraft type				a
	DK/NA				a
					.

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	a
	Glider tow planes	.
	Other propeller planes	
	Helicopters	
	Unsure of aircraft type	
	DK/NA	a
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport		
		Total	Yes	No
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	15	123
	Jet planes	81 58.7%	8 58.3%	72 58.8%
	Glider tow planes	11 8.1%	2 15.7%	9 7.2%
	Other propeller planes	45 32.7%	4 26.3%	41 33.4%
	Helicopters	27 19.4%	2 13.1%	25 20.1%
	Unsure of aircraft type	22 16.3%	3 21.8%	19 15.7%
	DK/NA	3 1.9%	0 .0%	3 2.2%

Comparisons of Column Proportions^{b,c}

		Have Flown Out of Airport	
		Yes (A)	No (B)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes		
	Glider tow planes		
	Other propeller planes		
	Helicopters		
	Unsure of aircraft type		
	DK/NA	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons		
		Total	Yes	No
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	92	46
	Jet planes	81 58.7%	66 71.8%	15 32.6%
	Glider tow planes	11 8.1%	8 9.2%	3 5.8%
	Other propeller planes	45 32.7%	27 29.8%	18 38.5%
	Helicopters	27 19.4%	12 13.0%	15 32.3%
	Unsure of aircraft type	22 16.3%	6 6.9%	16 35.1%
	DK/NA	3 1.9%	3 2.9%	0 .0%

Comparisons of Column Proportions^{b,c}

		Have Visited for Non-Aviation Reasons	
		Yes (A)	No (B)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	B	
	Glider tow planes		
	Other propeller planes		
	Helicopters		A
	Unsure of aircraft type		A
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	3	51	43	18
	Jet planes	81 58.7%	1 43.8%	26 51.4%	21 49.7%	17 92.1%
	Glider tow planes	11 8.1%	0 .0%	3 5.0%	4 9.4%	1 6.8%
	Other propeller planes	45 32.7%	0 .0%	12 23.3%	22 52.6%	5 26.0%
	Helicopters	27 19.4%	1 35.8%	6 11.7%	13 30.0%	0 1.8%
	Unsure of aircraft type	22 16.3%	0 6.9%	14 27.1%	7 16.0%	1 6.3%
	DK/NA	3 1.9%	0 13.5%	0 .4%	0 .2%	0 .0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA A
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	22
	Jet planes	15 67.3%
	Glider tow planes	3 14.8%
	Other propeller planes	6 26.3%
	Helicopters	6 29.1%
	Unsure of aircraft type	0 1.4%
	DK/NA	2 8.7%

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes				B C
	Glider tow planes	a			
	Other propeller planes	a		B	
	Helicopters				
	Unsure of aircraft type				
	DK/NA				a

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	
	Glider tow planes	
	Other propeller planes	
	Helicopters	
	Unsure of aircraft type	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	14	56	32	25
	Jet planes	81	10	27	20	18
		58.7%	71.6%	47.5%	62.3%	71.3%
	Glider tow planes	11	1	5	2	3
		8.1%	6.6%	8.2%	5.2%	10.8%
	Other propeller planes	45	4	19	5	13
		32.7%	30.6%	34.2%	15.2%	52.7%
	Helicopters	27	4	10	3	7
		19.4%	30.6%	18.3%	10.8%	27.9%
	Unsure of aircraft type	22	0	11	7	1
	16.3%	1.5%	18.8%	21.4%	4.7%	
DK/NA	3	0	2	0	0	
	1.9%	2.9%	3.9%	.0%	.3%	

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(A)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	11
	Jet planes	6
		61.3%
	Glider tow planes	1
		12.2%
	Other propeller planes	4
		33.2%
Helicopters	2	
	16.2%	
Unsure of aircraft type	4	
	34.8%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes				
	Glider tow planes				
	Other propeller planes				C
	Helicopters				
	Unsure of aircraft type				
	DK/NA			a	

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
13. Which of the following types of aircraft are most responsible for your dissatisfaction with the airports efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Jet planes	
	Glider tow planes	
	Other propeller planes	
	Helicopters	
	Unsure of aircraft type	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
Total		138	24	11	47	46
Jet planes		81 58.7%	12 52.0%	8 79.1%	25 52.5%	29 63.3%
Glider tow planes		11 8.1%	3 12.5%	0 .0%	3 5.5%	4 9.4%
Other propeller planes		45 32.7%	12 52.3%	1 6.9%	11 24.0%	17 37.3%
Helicopters		27 19.4%	8 35.0%	2 20.9%	6 13.6%	8 17.6%
Unsure of aircraft type		22 16.3%	0 1.3%	0 .0%	11 22.4%	8 17.3%
DK/NA		3 1.9%	2 8.2%	0 .0%	1 1.4%	0 2%

		Shift	
		DK/NA on Both	Switch to DK/NA
Total		5	5
Jet planes		5 91.8%	2 33.0%
Glider tow planes		1 25.3%	0 .0%
Other propeller planes		2 33.5%	2 33.0%
Helicopters		2 33.8%	0 .0%
Unsure of aircraft type		0 .0%	4 67.0%
DK/NA		0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
Jet planes					
Glider tow planes			a		
Other propeller planes					
Helicopters					
Unsure of aircraft type					
DK/NA			a		

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
Jet planes			
Glider tow planes			a
Other propeller planes			.
Helicopters		a	A B
Unsure of aircraft type		a	a
DK/NA		.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
Total		138	138
Morning, 6 AM to noon		31 22.6%	31 22.6%
Afternoon, noon to 5 PM		37 26.7%	37 26.7%
Evening, 5 PM to 11 PM		24 17.2%	24 17.2%
Night, 11 PM to 6 AM 4		26 19.1%	26 19.1%
DK/NA		20 14.4%	20 14.4%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
Morning, 6 AM to noon		.
Afternoon, noon to 5 PM		.
Evening, 5 PM to 11 PM		.
Night, 11 PM to 6 AM 4		.
DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	91	46	1
	Morning, 6 AM to noon	31	22	9	0
	Afternoon, noon to 5 PM	37	20	16	1
	Evening, 5 PM to 11 PM	24	17	7	0
	Night, 11 PM to 6 AM 4	26	22	4	0
	DK/NA	20	9	11	0
		14.4%	9.9%	23.5%	.0%

Comparisons of Column Proportions^{c, d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon			a, b
	Afternoon, noon to 5 PM			a, b
	Evening, 5 PM to 11 PM			a, b
	Night, 11 PM to 6 AM 4	B		a, b
	DK/NA		A	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	17	32	28	40	19	2
	Morning, 6 AM to noon	31	0	6	9	10	5	1
	Afternoon, noon to 5 PM	37	4	4	11	13	5	0
	Evening, 5 PM to 11 PM	24	11	5	3	4	1	0
	Night, 11 PM to 6 AM 4	26	0	14	0	10	2	1
	DK/NA	20	2	4	4	4	6	0
		14.4%	11.4%	13.6%	16.2%	8.9%	29.3%	.0%

Comparisons of Column Proportions^{b, c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a					a
	Afternoon, noon to 5 PM						
	Evening, 5 PM to 11 PM	B C D E					
	Night, 11 PM to 6 AM 4	a		a			
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	9	13	1	9	8	3	6
	Morning, 6 AM to noon	31	3	3	0	1	3	2	2
	Afternoon, noon to 5 PM	37	2	4	0	3	3	1	1
	Evening, 5 PM to 11 PM	24	2	1	0	4	0	0	0
	Night, 11 PM to 6 AM 4	26	0	1	0	0	0	0	3
	DK/NA	20	1	5	1	0	2	0	0
		14.4%	9.8%	34.9%	100.0%	4.7%	21.4%	.0%	.0%

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	1	2	0	4	4	16	18	7
	Morning, 6 AM to noon	0	1	0	1	2	3	1	2
	Afternoon, noon to 5 PM	0	1	0	2	2	4	5	1
	Evening, 5 PM to 11 PM	1	0	0	0	0	0	10	1
	Night, 11 PM to 6 AM 4	0	1	0	0	0	9	0	0
	DK/NA	0	0	0	0	0	0	2	4
		.0%	.0%	.0%	.0%	.0%	.0%	11.0%	53.5%

		Date				
		June 11	June 12	June 13	June 14	June 17
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	18	5	0	4	9
	Morning, 6 AM to noon	3 16.2%	2 43.7%	0 100.0%	0 2.3%	2 26.3%
	Afternoon, noon to 5 PM	1 7.1%	1 16.2%	0 .0%	4 97.7%	1 12.9%
	Evening, 5 PM to 11 PM	0 .0%	1 18.4%	0 .0%	0 .0%	3 28.5%
	Night, 11 PM to 6 AM 4	11 60.9%	0 .0%	0 .0%	0 .0%	2 18.5%
	DK/NA	3 15.8%	1 21.7%	0 .0%	0 .0%	1 13.9%

Comparisons of Column Proportions^{c,d}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon			a,,b				
	Afternoon, noon to 5 PM			a,,b				
	Evening, 5 PM to 11 PM	.b		a,,b		.b		.b
	Night, 11 PM to 6 AM 4			a,,b				.b
	DK/NA			a,,b				.b

Comparisons of Column Proportions^{c,d}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a		a,,b				
	Afternoon, noon to 5 PM	a		a,,b				
	Evening, 5 PM to 11 PM	a	.b	a,,b		.b		M P
	Night, 11 PM to 6 AM 4	a,,b		a,,b	.b	.b		.b
	DK/NA	a,,b	.b	a,,b	.b	.b	.b	

Comparisons of Column Proportions^{c,d}

		Date					
		June 10	June 11	June 12	June 13	June 14	June 17
		(O)	(P)	(Q)	(R)	(S)	(T)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon				a,,b		
	Afternoon, noon to 5 PM				a,,b		P
	Evening, 5 PM to 11 PM				a,,b	.b	
	Night, 11 PM to 6 AM 4	.b	B	.b	a,,b	.b	
	DK/NA				a,,b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	1	7	6	2	12	4	5
	Morning, 6 AM to noon	31 22.6%	0 .0%	1 13.7%	0 .0%	0 .0%	4 32.4%	2 39.4%	1 21.6%
	Afternoon, noon to 5 PM	37 26.7%	0 .0%	3 39.6%	0 .0%	0 .0%	4 32.7%	1 20.2%	0 .0%
	Evening, 5 PM to 11 PM	24 17.2%	0 .0%	0 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	4 76.8%
	Night, 11 PM to 6 AM 4	26 19.1%	1 100.0%	2 24.5%	6 100.0%	2 100.0%	4 34.8%	2 37.9%	0 .0%
	DK/NA	20 14.4%	0 .0%	1 15.9%	0 .0%	0 .0%	0 .0%	0 2.5%	0 1.6%

		Zip Code			
		96148	96160	96161	96162
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	4	6	91	0
	Morning, 6 AM to noon	1 26.0%	0 .0%	23 24.8%	0 25.0%
	Afternoon, noon to 5 PM	0 .0%	0 .0%	29 32.3%	0 25.0%
	Evening, 5 PM to 11 PM	0 .0%	0 .0%	19 21.1%	0 25.0%
	Night, 11 PM to 6 AM 4	1 18.0%	0 .0%	9 10.2%	0 25.0%
	DK/NA	2 56.1%	6 99.9%	11 11.6%	0 .0%

Comparisons of Column Proportions^{c,d}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a,,b		.b	a,,b				
	Afternoon, noon to 5 PM	a,,b		.b	a,,b			.b	.b
	Evening, 5 PM to 11 PM	a,,b		.b	a,,b	.b	.b		.b
	Night, 11 PM to 6 AM 4	a,,b		.b	a,,b			I J	.b
	DK/NA	a,,b		.b	a,,b	.b			

Comparisons of Column Proportions ^{c,d}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	.b	.a	.a
	Afternoon, noon to 5 PM	.a	.a	.a
	Evening, 5 PM to 11 PM	.a	.a	.a
	Night, 11 PM to 6 AM 4	.a	.a	.a
	DK/NA	B F G J	.a,b	.a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	97	0	10	3	1	15
	Morning, 6 AM to noon	23	0	0	2	0	1
	Afternoon, noon to 5 PM	29	0	1	0	0	5
	Evening, 5 PM to 11 PM	19	0	0	0	1	2
	Night, 11 PM to 6 AM 4	9	0	7	0	0	2
	DK/NA	16	0	2	1	0	5
		17.0%	.0%	20.3%	22.7%	.0%	33.0%

		Neighborhood			
		Gray's Crossing	Northstar/Lahontan	Old Greenwood	Olympic Heights
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	3	2	1	8
	Morning, 6 AM to noon	0	1	0	5
	Afternoon, noon to 5 PM	2	0	0	0
	Evening, 5 PM to 11 PM	0	0	1	2
	Night, 11 PM to 6 AM 4	0	0	0	0
	DK/NA	0	0	0	1
		14.6%	22.8%	.0%	11.1%

		Neighborhood			
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	24	9	16	5
	Morning, 6 AM to noon	8	2	1	2
	Afternoon, noon to 5 PM	32.4%	24.3%	8.4%	39.9%
	Evening, 5 PM to 11 PM	8	5	5	2
	Night, 11 PM to 6 AM 4	35.1%	51.9%	31.0%	42.1%
	DK/NA	5	1	6	1
		20.9%	10.8%	40.7%	18.0%
	0	0	0	0	
	.0%	.0%	.0%	.0%	
	3	1	3	0	
	11.6%	13.0%	20.0%	.0%	

Comparisons of Column Proportions ^{c,d}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	.a	.b	.a	.a,b	.a,b
	Afternoon, noon to 5 PM	.a,b	.a	.a	.a,b	.a,b
	Evening, 5 PM to 11 PM	.a	.b	.a	.a,b	.a,b
	Night, 11 PM to 6 AM 4	.a,b	.a	.a	.a,b	.a,b
	DK/NA	.a,b	.a	.a	.a,b	.a,b

Comparisons of Column Proportions ^{c,d}

		Neighborhood			
		Gray's Crossing (F)	Northstar/Lahontan (G)	Old Greenwood (H)	Olympic Heights (I)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	.b	.a	.a,b	.E
	Afternoon, noon to 5 PM	.a	.a	.a,b	.b
	Evening, 5 PM to 11 PM	.b	.a	.a,b	.b
	Night, 11 PM to 6 AM 4	.a,b	.a,b	.a,b	.b
DK/NA	.a	.a	.a,b	.b	

Comparisons of Column Proportions ^{c,d}

		Neighborhood			
		Ponderosa/Sierra Meadows (J)	Prosser (K)	Tahoe Donner (L)	Other (M)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	.b	.b	.b	.b
	Afternoon, noon to 5 PM	.b	.b	.b	.b
	Evening, 5 PM to 11 PM	.b	.b	.b	.b
	Night, 11 PM to 6 AM 4	.b	.b	.b	.b
DK/NA	.b	.b	.b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	1	20	41	29
	Morning, 6 AM to noon	31	0	2	7	10
	Afternoon, noon to 5 PM	37	1	3	9	9
	Evening, 5 PM to 11 PM	24	0	6	7	6
	Night, 11 PM to 6 AM 4	26	0	6	11	2
	DK/NA	20	0	4	7	2
			14.4%	.0%	18.4%	17.0%	6.6%

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	19	13	14
	Morning, 6 AM to noon	4	2	6
	Afternoon, noon to 5 PM	6	6	3
	Evening, 5 PM to 11 PM	1	3	1
	Night, 11 PM to 6 AM 4	2	1	4
	DK/NA	6	1	0
		32.1%	6.6%	2.2%

Comparisons of Column Proportions^{c,d}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a.,b			
	Afternoon, noon to 5 PM	a.,b			
	Evening, 5 PM to 11 PM	a.,b			
	Night, 11 PM to 6 AM 4	a.,b			
	DK/NA	a.,b			

Comparisons of Column Proportions^{c,d}

		Length of Residence		
		16 to 20 years	21 to 25 years	More than 25 years
		(E)	(F)	(G)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon			
	Afternoon, noon to 5 PM			
	Evening, 5 PM to 11 PM			
	Night, 11 PM to 6 AM 4			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	41	94	3
	Morning, 6 AM to noon	31	6	25	0
	Afternoon, noon to 5 PM	37	9	28	0
	Evening, 5 PM to 11 PM	24	9	15	0
	Night, 11 PM to 6 AM 4	26	12	12	3
	DK/NA	20	5	15	0
		14.4%	12.7%	15.6%	.0%

Comparisons of Column Proportions ^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon			a
	Afternoon, noon to 5 PM			a
	Evening, 5 PM to 11 PM			
	Night, 11 PM to 6 AM 4	B		B
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence	
		Total	Primary home
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	94	94
	Morning, 6 AM to noon	25	25
	Afternoon, noon to 5 PM	28	28
	Evening, 5 PM to 11 PM	15	15
	Night, 11 PM to 6 AM 4	12	12
	DK/NA	15	15

Comparisons of Column Proportions ^{a,b}

		Prime/Secondary Residence
		Primary home
		(A)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	.
	Afternoon, noon to 5 PM	.
	Evening, 5 PM to 11 PM	.
	Night, 11 PM to 6 AM 4	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	2	2	3	108
	Morning, 6 AM to noon	31	0	2	2	25
	Afternoon, noon to 5 PM	37	0	0	1	35
	Evening, 5 PM to 11 PM	24	0	0	0	24
	Night, 11 PM to 6 AM 4	26	2	0	0	13
	DK/NA	20	0	0	0	12
		14.4%	.0%	.0%	.0%	11.1%

		Ethnic Group			
		Hispanic/Latino	Some other race	Two or more races	DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	16	0	2	6
	Morning, 6 AM to noon	0	0	1	1
	Afternoon, noon to 5 PM	0	0	0	1
	Evening, 5 PM to 11 PM	0	0	0	0
	Night, 11 PM to 6 AM 4	12	0	0	0
	DK/NA	4	0	1	3
	24.6%	99.6%	42.4%	52.8%	

Comparisons of Column Proportions ^{c,d}

		Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a,,b	a,,b		
	Afternoon, noon to 5 PM	a,,b	a,,b		
	Evening, 5 PM to 11 PM	a,,b	a,,b	,,b	
	Night, 11 PM to 6 AM 4	a,,b	a,,b	,,b	
	DK/NA	a,,b	a,,b	,,b	

Comparisons of Column Proportions ^{c,d}

		Ethnic Group			
		Hispanic/Latino	Some other race	Two or more races	DK/NA
		(E)	(F)	(G)	(H)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	,,b	a,,b	a	
	Afternoon, noon to 5 PM	,,b	a	a,,b	
	Evening, 5 PM to 11 PM	,,b	a,,b	a,,b	,,b
	Night, 11 PM to 6 AM 4	D H	a,,b	a,,b	
	DK/NA		a	a	D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	91	88	4
	Morning, 6 AM to noon	20	20	0
	Afternoon, noon to 5 PM	27	25	2
	Evening, 5 PM to 11 PM	18	17	1
	Night, 11 PM to 6 AM 4	9	9	0
		10.1%	10.1%	10.4%
	DK/NA	16	16	0
	18.0%	18.2%	11.6%	

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		a
	Afternoon, noon to 5 PM		
	Evening, 5 PM to 11 PM		
	Night, 11 PM to 6 AM 4		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	91	0	10	3	1	15
	Morning, 6 AM to noon	20	0	0	2	0	1
		22.4%	.5%	.0%	64.0%	.0%	4.9%
	Afternoon, noon to 5 PM	27	0	1	0	0	5
		29.7%	.0%	11.9%	13.2%	.0%	33.7%
	Evening, 5 PM to 11 PM	18	0	0	0	1	2
		19.9%	99.5%	.0%	.0%	100.0%	12.6%
Night, 11 PM to 6 AM 4	9	0	7	0	0	2	
	10.1%	.0%	67.8%	.0%	.0%	15.9%	
DK/NA	16	0	2	1	0	5	
	18.0%	.0%	20.3%	22.7%	.0%	33.0%	

		Vicinity of Airport			
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	2	8	24	9
	Morning, 6 AM to noon	1	5	8	2
		54.3%	63.9%	32.4%	24.3%
	Afternoon, noon to 5 PM	0	0	8	5
		22.8%	.0%	35.1%	51.9%
	Evening, 5 PM to 11 PM	0	2	5	1
		.1%	25.0%	20.9%	10.8%
Night, 11 PM to 6 AM 4	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	1	3	1	
	22.8%	11.1%	11.6%	13.0%	

		Vicinity of Airport	
		Tahoe Donner	Not in Area
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	16	4
	Morning, 6 AM to noon	1 8.4%	0 .0%
	Afternoon, noon to 5 PM	5 31.0%	2 57.6%
	Evening, 5 PM to 11 PM	6 40.7%	1 20.4%
	Night, 11 PM to 6 AM 4	0 .0%	0 10.4%
	DK/NA	3 20.0%	0 11.6%

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport				
		Alder	Donner Lake	Downtown	Gateway	Glenshore
		(A)	(B)	(C)	(D)	(E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a	b		a,b	
	Afternoon, noon to 5 PM	a,b			a,b	
	Evening, 5 PM to 11 PM	a	b		a,b	
	Night, 11 PM to 6 AM 4	a,b			a,b	
	DK/NA	a,b			a,b	

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport			
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
		(F)	(G)	(H)	(I)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon	a	E		
	Afternoon, noon to 5 PM	a	b		
	Evening, 5 PM to 11 PM	a			
	Night, 11 PM to 6 AM 4	a,b	b	b	b
	DK/NA	a			

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport	
		Tahoe Donner	Not in Area
		(J)	(K)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		b
	Afternoon, noon to 5 PM		
	Evening, 5 PM to 11 PM		
	Night, 11 PM to 6 AM 4	b	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	7	24	95	12
	Morning, 6 AM to noon	31 22.6%	0 6.3%	5 21.8%	24 24.9%	2 14.6%
	Afternoon, noon to 5 PM	37 26.7%	0 .0%	3 12.8%	31 32.1%	3 25.2%
	Evening, 5 PM to 11 PM	24 17.2%	0 .0%	6 25.9%	18 18.4%	0 .0%
	Night, 11 PM to 6 AM 4	26 19.1%	6 92.4%	4 17.8%	12 12.4%	4 35.4%
	DK/NA	20 14.4%	0 1.3%	5 21.6%	12 12.2%	3 24.7%

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon				
	Afternoon, noon to 5 PM	a			a
	Evening, 5 PM to 11 PM	a			
	Night, 11 PM to 6 AM 4	B C			
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	47	48	21
	Morning, 6 AM to noon	31	14	7	4
	Afternoon, noon to 5 PM	37	17	7	4
	Evening, 5 PM to 11 PM	26.7%	30.6%	15.5%	17.1%
	Night, 11 PM to 6 AM 4	24	10	8	5
	DK/NA	20	4	6	6
		14.4%	7.8%	11.7%	27.2%

		Reduce Number of Flights	
		Strongly disagree	Not sure/DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	15	7
	Morning, 6 AM to noon	3	3
	Afternoon, noon to 5 PM	5	3
	Evening, 5 PM to 11 PM	0	0
	Night, 11 PM to 6 AM 4	2	0
	DK/NA	4	0
		29.5%	6.3%

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA		A		a

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA (E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	15	37	31	35
	Morning, 6 AM to noon	31	1	6	9	7
	Afternoon, noon to 5 PM	37	3	6	12	10
	Evening, 5 PM to 11 PM	26.7%	17.2%	15.9%	39.4%	28.1%
	Night, 11 PM to 6 AM 4	24	2	16	2	3
	DK/NA	20	8	4	4	9
		19.1%	55.4%	10.2%	14.6%	24.2%
		20	1	5	3	6
		14.4%	7.0%	13.6%	10.5%	18.2%

		Remain the Way it Is
		Not sure/DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	20
	Morning, 6 AM to noon	8
	Afternoon, noon to 5 PM	6
	Evening, 5 PM to 11 PM	1
	Night, 11 PM to 6 AM 4	1
	DK/NA	4
		20.6%

Comparisons of Column Proportions ^{a,b}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA	B C E	C D E		

Comparisons of Column Proportions ^{a,b}

	Remain the Way it Is	Not sure/DK/NA
		(E)
		14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	54	54	13	5
	Morning, 6 AM to noon	31 22.6%	14 25.9%	10 18.2%	4 31.5%	1 11.8%
	Afternoon, noon to 5 PM	37 26.7%	12 22.7%	16 28.5%	4 28.3%	3 54.0%
	Evening, 5 PM to 11 PM	24 17.2%	9 16.6%	9 16.1%	1 7.3%	0 .0%
	Night, 11 PM to 6 AM 4	26 19.1%	13 23.4%	12 22.0%	0 .0%	1 12.5%
	DK/NA	20 14.4%	6 11.3%	8 15.2%	4 33.0%	1 21.7%

	Manage the Growth of Operations	Not sure/DK/NA
		(E)
		14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?

Comparisons of Column Proportions ^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA			a	a

Comparisons of Column Proportions ^{b,c}

	Manage the Growth of Operations	Not sure/DK/NA
		(E)
		14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport		
		Total	Yes	No
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	15	123
	Morning, 6 AM to noon	31 22.6%	6 38.7%	25 20.7%
	Afternoon, noon to 5 PM	37 26.7%	4 24.2%	33 27.0%
	Evening, 5 PM to 11 PM	24 17.2%	0 2.5%	23 18.9%
	Night, 11 PM to 6 AM 4	26 19.1%	3 17.7%	24 19.3%
	DK/NA	20 14.4%	2 16.9%	17 14.1%

Comparisons of Column Proportions^{a,b}

		Have Flown Out of Airport	
		Yes	No
		(A)	(B)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		
	Afternoon, noon to 5 PM		
	Evening, 5 PM to 11 PM		
	Night, 11 PM to 6 AM 4		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons		
		Total	Yes	No
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	92	46
	Morning, 6 AM to noon	31	22	10
	Afternoon, noon to 5 PM	37	25	11
	Evening, 5 PM to 11 PM	24	22	2
	Night, 11 PM to 6 AM 4	26	8	18
	DK/NA	20	15	4
		14.4%	16.8%	9.6%

Comparisons of Column Proportions^{a,b}

		Have Visited for Non-Aviation Reasons	
		Yes	No
		(A)	(B)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		
	Afternoon, noon to 5 PM		
	Evening, 5 PM to 11 PM	B	
	Night, 11 PM to 6 AM 4		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	3	51	43	18
	Morning, 6 AM to noon	31	0	13	9	6
	Afternoon, noon to 5 PM	37	1	15	12	4
	Evening, 5 PM to 11 PM	24	0	8	5	5
	Night, 11 PM to 6 AM 4	26	1	6	15	1
	DK/NA	20	0	10	1	3
			14.4%	13.5%	19.2%	3.2%	16.6%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	22
	Morning, 6 AM to noon	3
	Afternoon, noon to 5 PM	5
	Evening, 5 PM to 11 PM	5
	Night, 11 PM to 6 AM 4	4
	DK/NA	5
		15.0%
		20.5%
		24.0%
		17.7%
		22.8%

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon				
	Afternoon, noon to 5 PM				
	Evening, 5 PM to 11 PM	a			
	Night, 11 PM to 6 AM 4				
	DK/NA				

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	14	56	32	25
	Morning, 6 AM to noon	31	1	16	3	7
	Afternoon, noon to 5 PM	22.6%	8.1%	27.9%	10.8%	29.4%
	Evening, 5 PM to 11 PM	37	4	19	5	6
	Night, 11 PM to 6 AM 4	26.7%	28.6%	33.5%	15.8%	25.3%
	DK/NA	24	3	6	12	1
		17.2%	24.0%	10.0%	36.9%	5.5%
	26	1	8	10	7	
	19.1%	8.4%	14.4%	30.5%	29.7%	
	20	4	8	2	3	
	14.4%	31.0%	14.3%	6.0%	10.1%	

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	11
	Morning, 6 AM to noon	4
	Afternoon, noon to 5 PM	3
	Evening, 5 PM to 11 PM	24.2%
	Night, 11 PM to 6 AM 4	1
	DK/NA	14.2%
		0
		.0%
		3
		28.3%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA			B	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon Afternoon, noon to 5 PM Evening, 5 PM to 11 PM Night, 11 PM to 6 AM 4 DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	138	24	11	47	46
	Morning, 6 AM to noon	31	5	0	12	11
	Afternoon, noon to 5 PM	22.6%	20.2%	.0%	25.8%	23.3%
	Evening, 5 PM to 11 PM	37	8	2	15	9
	Night, 11 PM to 6 AM 4	26.7%	34.7%	19.0%	31.4%	20.1%
	DK/NA	24	3	6	6	8
		17.2%	12.9%	52.6%	12.8%	16.5%
	26	4	3	6	14	
	19.1%	15.9%	28.4%	11.9%	30.5%	
	20	4	0	9	4	
	14.4%	16.3%	.0%	18.2%	9.6%	

		Shift	
		DK/NA on Both	Switch to DK/NA
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Total	5	5
	Morning, 6 AM to noon	3 51.8%	1 16.2%
	Afternoon, noon to 5 PM	1 15.7%	2 32.0%
	Evening, 5 PM to 11 PM	0 8.2%	1 19.7%
	Night, 11 PM to 6 AM 4	0 .0%	0 .0%
	DK/NA	1 24.3%	2 32.0%

Comparisons of Column Proportions ^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		a		
	Afternoon, noon to 5 PM		.		
	Evening, 5 PM to 11 PM		C		
	Night, 11 PM to 6 AM 4		a		
	DK/NA		.		

Comparisons of Column Proportions ^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
14. During what time of day are you MOST dissatisfied with the airport's efforts to minimize the amount of noise and other annoyances on surrounding neighborhoods?	Morning, 6 AM to noon		
	Afternoon, noon to 5 PM		
	Evening, 5 PM to 11 PM		
	Night, 11 PM to 6 AM 4	a	a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	527
	Yes	107 20.3%	107 20.3%
	No	400 75.9%	400 75.9%
	DK/NA	20 3.8%	20 3.8%

Comparisons of Column Proportions ^{a,b}

		Total	
		Total	(A)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	.	.
	No	.	.
	DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	284	240	3
	Yes	107 20.3%	59 20.6%	47 19.7%	1 34.9%
	No	400 75.9%	211 74.2%	187 78.1%	2 65.1%
	DK/NA	20 3.8%	15 5.2%	5 2.1%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			
	No			a
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	77	101	110	162	70	7
	Yes	107	7	15	24	36	23	2
	No	400	70	82	81	117	46	4
	DK/NA	20	0	4	5	9	1	1
		3.8%	.0%	4.1%	4.4%	5.5%	1.2%	14.6%

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					A	
	No	D E					
	DK/NA	a					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	19	60	14	21	33	21	31	6	19
	Yes	107	7	13	2	2	9	3	13	3	5
	No	400	12	46	12	19	24	18	18	4	14
	DK/NA	20	0	1	0	0	0	0	1	0	0
		20.3%	35.0%	21.0%	11.5%	10.4%	27.3%	13.7%	40.9%	41.2%	26.0%
		75.9%	65.0%	76.9%	88.5%	89.6%	72.7%	84.0%	56.8%	58.8%	74.0%
		3.8%	.0%	2.1%	.0%	.0%	.0%	2.2%	2.3%	.0%	.0%

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	5	9	26	49	43	19	42	13	4
	Yes	1	1	4	10	6	7	11	1	0
	No	4	8	23	40	34	12	19	12	4
	DK/NA	0	0	0	0	3	0	12	0	0
		16.4%	13.8%	14.2%	19.6%	14.4%	38.8%	25.3%	5.8%	2.5%
		83.6%	81.6%	85.8%	80.4%	77.8%	61.2%	45.8%	94.2%	90.1%
		.0%	4.6%	.0%	.0%	7.8%	.0%	28.8%	.0%	7.4%

		Date			
		June 14	June 15	June 16	June 17
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	9	3	5	76
	Yes	1	0	1	9
	No	8	2	3	66
	DK/NA	0	0	0	1
		13.6%	.0%	27.3%	11.5%
		86.4%	88.3%	72.7%	87.5%
		.0%	11.7%	.0%	1.0%

Comparisons of Column Proportions ^{b,c}

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes									
	No									
	DK/NA	a		a	a	a			a	a

Comparisons of Column Proportions ^{b,c}

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes									
	No									
	DK/NA	a		a	a		a	B V	a	

Comparisons of Column Proportions^{b,c}

		Date			
		June 14 (S)	June 15 (T)	June 16 (U)	June 17 (V)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		a		
	No				P
	DK/NA	a		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	10	18	11	12	72	53	19	14	11
	Yes	107	1	3	1	9	16	3	10	2	0
		20.3%	12.7%	18.1%	7.1%	73.1%	21.8%	6.3%	49.8%	15.8%	.0%
	No	400	9	13	10	3	52	48	10	12	11
		75.9%	87.3%	76.1%	92.9%	26.9%	71.8%	91.1%	50.2%	84.2%	100.0%
DK/NA	20	0	1	0	0	5	1	0	0	0	
	3.8%	.0%	5.8%	.0%	.0%	6.4%	2.6%	.0%	.0%	.0%	

		Zip Code	
		96161	96162
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	301	7
	Yes	62	0
		20.7%	.0%
	No	226	7
	75.0%	100.0%	
DK/NA	13	0	
	4.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Zip Code									
		95728 (A)	96140 (B)	96141 (C)	96142 (D)	96143 (E)	96145 (F)	96146 (G)	96148 (H)	96160 (I)	96161 (J)	96162 (K)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				E F I J			F			
	No					D G			D	D	
	DK/NA	a		a	a			a	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	319	2	26	24	7	70	7
	Yes	62	0	4	0	1	15	3
		19.6%	19.9%	14.2%	1.8%	13.3%	20.9%	41.0%
	No	243	2	15	22	6	55	4
		76.4%	80.1%	57.9%	95.0%	86.7%	78.6%	59.0%
DK/NA	13	0	7	1	0	0	0	
	4.0%	.0%	27.8%	3.3%	.0%	.5%	.0%	

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	7	6	2	13	42
	Yes	1	3	0	4	9
		9.9%	44.1%	.0%	29.1%	22.3%
	No	7	4	2	9	32
		90.1%	55.9%	100.0%	68.7%	75.9%
DK/NA	0	0	0	0	1	
	.0%	.0%	.0%	2.3%	1.8%	

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	24	58	26	5
	Yes	2	13	3	4
		9.8%	23.2%	12.7%	74.1%
	No	20	42	23	1
		85.0%	72.8%	87.3%	25.9%
DK/NA	1	2	0	0	
	5.2%	4.0%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes						
	No			O			
	DK/NA	a	E K M		a		a

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
		(G)	(H)	(I)	(J)	(K)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a		
	No			a		
	DK/NA		a	a		

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
		(L)	(M)	(N)	(O)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				C
	No				
	DK/NA			a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	19	66	142	92	81
	Yes	107	2	11	21	21	19
	No	20.3%	8.5%	16.9%	14.4%	23.1%	23.5%
	DK/NA	400	18	48	120	60	62
		75.9%	91.5%	72.6%	84.4%	65.5%	76.5%
	DK/NA	20	0	7	2	11	0
		3.8%	.0%	10.4%	1.2%	11.4%	.0%

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	48	76	3
	Yes	7	26	0
	No	15.4%	34.4%	.0%
	DK/NA	41	49	3
		84.6%	64.5%	100.0%
	DK/NA	0	1	0
		.0%	1.1%	.0%

Comparisons of Column Proportions ^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					
	No			D G		
	DK/NA	a	C E		C E	

Comparisons of Column Proportions ^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		C	a
	No			a
	DK/NA	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	154	369	4
	Yes	107	25	82	0
	No	400	119	277	4
	DK/NA	20	11	9	0
		3.8%	6.9%	2.4%	8.2%

Comparisons of Column Proportions ^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a
	No			
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	369	365	3
	Yes	82	82	0
	No	277	274	3
	DK/NA	9	9	0
		2.4%	2.4%	.0%

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		a
	No		a
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	2	2	8	397	96
	Yes	107	2	2	0	87	12
	No	400	0	0	5	300	78
	DK/NA	20	0	0	3	9	6
		3.8%	.0%	.0%	42.0%	2.3%	6.3%

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	1	1	7	14
	Yes	0	0	0	4
	No	1	1	7	10
	DK/NA	0	0	1	0
		.0%	28.6%	10.4%	.0%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	a, b	a, b	.b			a, b
	No	a, b	a, b				a, b
	DK/NA	a, b	a, b	D E			a, b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	a, b		
	No	a		
	DK/NA	a		.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	287	279	9
	Yes	55	53	3
		19.2%	18.9%	30.1%
	No	219	213	6
		76.3%	76.5%	69.9%
DK/NA	13	13	0	
	4.5%	4.6%	.0%	

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		
	No		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	287	2	26	24	7	70	7
	Yes	55	0	4	0	1	15	1
		19.2%	19.9%	14.2%	1.8%	13.3%	20.9%	9.9%
	No	219	2	15	22	6	55	7
		76.3%	80.1%	57.9%	95.0%	86.7%	78.6%	90.1%
DK/NA	13	0	7	1	0	0	0	
	4.5%	.0%	27.8%	3.3%	.0%	.5%	.0%	

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	6	13	42	24	58	9
	Yes	3	4	9	2	13	3
		44.1%	29.1%	22.3%	9.8%	23.2%	30.1%
	No	4	9	32	20	42	6
		55.9%	68.7%	75.9%	85.0%	72.8%	69.9%
DK/NA	0	0	1	1	2	0	
	.0%	2.3%	1.8%	5.2%	4.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes						
	No						
	DK/NA	a	E I K		a		

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(G)	(H)	(I)	(J)	(K)	(L)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes						
	No						
	DK/NA	a					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	18	276	133	100
	Yes	107	2	58	33	14
		20.3%	11.3%	21.1%	24.8%	13.7%
	No	400	10	210	97	83
		75.9%	55.1%	75.9%	73.2%	83.5%
DK/NA	20	6	8	3	3	
	3.8%	33.5%	3.0%	2.0%	2.9%	

Comparisons of Column Proportions ^{a,b}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				
	No				A
	DK/NA	B C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	66	99	163	123	77
	Yes	107	11	25	34	35	3
		20.3%	16.2%	24.9%	20.7%	28.6%	4.0%
	No	400	49	65	124	88	73
		75.9%	75.0%	66.2%	76.6%	71.4%	95.0%
DK/NA	20	6	9	4	0	1	
	3.8%	8.8%	8.9%	2.8%	.0%	1.1%	

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		E	E	E	
	No					A B C D
	DK/NA				a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	82	172	132	88	53
	Yes	107	20	32	25	20	9
	No	400	53	131	106	67	43
	DK/NA	20	9	9	0	2	1
		3.8%	10.5%	5.0%	.3%	2.1%	1.0%

Comparisons of Column Proportions^{a,b}

		Remain the Way it is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					
	No					
	DK/NA	C				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	232	221	33	10	32
	Yes	107	52	38	10	6	2
	No	400	170	176	22	4	28
	DK/NA	20	11	7	1	0	1
		3.8%	4.6%	3.3%	2.3%	.0%	3.9%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				B E	
	No		D			D
	DK/NA				a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	61	465	1
	Yes	107	13	94	0
	No	400	45	356	0
	DK/NA	20	3	16	1
		3.8%	4.6%	3.4%	100.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a, b
	No			a, b
	DK/NA			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	398	128	1
	Yes	107	77	29	1
	No	400	315	85	0
	DK/NA	20	6	14	0
		20.3%	19.4%	22.5%	100.0%
		75.9%	79.1%	66.5%	.0%
		3.8%	1.4%	11.0%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a,b
	No	B		a,b
	DK/NA		A	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	160	188	60	30	89
	Yes	107	29	44	13	13	8
	No	400	129	137	40	16	78
	DK/NA	20	1	7	7	2	2
		20.3%	18.3%	23.4%	21.3%	42.1%	9.2%
		75.9%	81.0%	72.7%	66.3%	52.3%	88.1%
		3.8%	.7%	3.8%	12.4%	5.6%	2.7%

Comparisons of Column Proportions^{a,b}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		E		A E	
	No	D				B C D
	DK/NA			A		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	205	195	43	40	43
	Yes	107	36	41	9	14	6
	No	400	166	147	27	24	37
	DK/NA	20	3	7	7	2	0
		20.3%	17.6%	20.9%	21.9%	35.9%	13.9%
		75.9%	81.0%	75.3%	62.2%	58.5%	85.2%
		3.8%	1.4%	3.8%	15.9%	5.6%	.9%

Comparisons of Column Proportions^{a,b}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					
	No	D				
	DK/NA			A B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	78	19	322	65	17
	Yes	107	11	3	66	21	1
	No	400	65	16	248	35	16
	DK/NA	20	2	0	8	9	0
		3.8%	3.0%	.0%	2.5%	14.1%	.6%

		Shift
		Switch to DK/NA
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	26
	Yes	5
	No	21
	DK/NA	0
		1.2%

Comparisons of Column Proportions^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					
	No	D		D		D
	DK/NA		a		C	

Comparisons of Column Proportions^{b,c}

		Shift
		Switch to DK/NA
		(F)
15. Moving on, the Truckee Tahoe Airport partnered with other agencies to purchase the Tahoe City Golf Course, on Tahoe Boulevard in Tahoe City. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	
	No	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	527
	Yes	195	195
	No	305	305
	DK/NA	26	26
		5.0%	5.0%

Comparisons of Column Proportions^{a,b}

		Total
		(A)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	.
	No	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	284	240	3
	Yes	195	102	91	2
	No	305	171	133	1
	DK/NA	26	11	15	0
		5.0%	3.9%	6.4%	.0%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a
	No			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	77	101	110	162	70	7
	Yes	195	19	46	45	50	33	2
	No	305	55	51	63	97	35	4
	DK/NA	26	4	4	1	15	1	1
		5.0%	4.8%	4.2%	1.1%	9.5%	1.3%	14.6%

Comparisons of Column Proportions^{a,b}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					A	
	No						
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	19	60	14	21	33	21	31	6	19
	Yes	195	10	27	3	7	12	9	21	3	4
	No	305	9	31	10	14	21	12	10	3	15
	DK/NA	26	1	2	0	0	0	0	0	0	0
		5.0%	2.7%	2.8%	1.6%	.0%	.0%	1.8%	.0%	.0%	2.2%

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	5	9	26	49	43	19	42	13	4
	Yes	2	3	8	21	15	11	12	3	0
	No	3	6	18	27	28	8	21	9	0
	DK/NA	0	0	0	1	0	0	10	0	4
		.0%	.0%	.0%	2.5%	.0%	.0%	23.6%	.0%	90.1%

		Date			
		June 14	June 15	June 16	June 17
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	9	3	5	76
	Yes	1	2	2	20
	No	8	0	3	48
	DK/NA	0	0	0	8
		.0%	11.7%	.0%	10.6%

Comparisons of Column Proportions^{b,c}

		Date									
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes							V			
	No					a		a	a		
	DK/NA										a

Comparisons of Column Proportions^{b,c}

		Date							
		June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
		(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes								
	No								
	DK/NA	a	a		a	a		a	ABCDFIM V

Comparisons of Column Proportions^{b,c}

		Date			
		June 14	June 15	June 16	June 17
		(S)	(T)	(U)	(V)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				
	No		a		
	DK/NA	a		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	10	18	11	12	72	53	19	14	11
	Yes	195	2	4	0	5	20	10	10	9	4
	No	305	7	8	10	7	45	41	9	5	7
	DK/NA	26	1	6	0	0	7	2	0	0	0
		5.0%	12.7%	31.3%	.0%	.0%	9.9%	3.3%	.0%	.0%	.0%

		Zip Code	
		96161	96162
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	301	7
	Yes	132	0
	No	158	7
	DK/NA	11	0
		43.8%	.0%
		52.7%	99.9%
		3.6%	.0%

Comparisons of Column Proportions ^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes						J				F	
	No			a	a			a	a			
	DK/NA		F J									

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	319	2	26	24	7	70	7
	Yes	136	2	10	1	2	38	2
	No	172	0	9	23	5	32	4
	DK/NA	11	0	7	0	0	0	0
		42.6%	100.0%	37.2%	4.0%	23.6%	53.6%	31.4%
		54.1%	.0%	35.0%	96.0%	76.4%	45.8%	68.6%
		3.4%	.0%	27.8%	.0%	.0%	.5%	.0%

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	7	6	2	13	42
	Yes	7	4	1	6	22
	No	1	2	2	6	18
	DK/NA	0	0	0	1	2
		90.1%	67.2%	30.5%	45.8%	51.8%
		9.9%	26.4%	69.5%	47.2%	43.7%
		.0%	6.4%	.0%	7.0%	4.5%

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	24	58	26	5
	Yes	10	22	11	0
	No	14	36	15	5
	DK/NA	0	0	0	0
		40.7%	37.8%	41.4%	4.0%
		59.3%	62.2%	58.6%	96.0%
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	C				C	
	No			ABE G H K			
	DK/NA	a	E		a		a

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
		(G)	(H)	(I)	(J)	(K)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	C	C			
	No					C
	DK/NA			a		

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
		(L)	(M)	(N)	(O)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				
	No				
	DK/NA	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	19	66	142	92	81
	Yes	195	5	19	38	54	35
		37.1%	24.9%	29.4%	26.8%	58.1%	43.5%
	No	305	14	38	99	34	46
		57.9%	71.4%	57.3%	69.9%	36.8%	56.5%
DK/NA	26	1	9	5	5	0	
	5.0%	3.7%	13.2%	3.3%	5.1%	.0%	

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	48	76	3
	Yes	10	35	0
		19.9%	46.3%	.0%
	No	31	40	3
		65.3%	52.9%	100.0%
DK/NA	7	1	0	
	14.8%	.8%	.0%	

Comparisons of Column Proportions ^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes				B C F	
	No			D		
	DK/NA		E			

Comparisons of Column Proportions ^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			a
	No	D		a
	DK/NA	E G		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	154	369	4
	Yes	195	42	153	1
		37.1%	27.2%	41.5%	16.2%
	No	305	92	210	3
		57.9%	59.7%	56.9%	75.6%
DK/NA	26	20	6	0	
	5.0%	13.1%	1.6%	8.2%	

Comparisons of Column Proportions ^{a,b}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		A	
	No			
	DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	369	365	3
	Yes	153	151	2
		41.5%	41.4%	55.2%
	No	210	208	1
		56.9%	57.0%	44.8%
DK/NA	6	6	0	
	1.6%	1.6%	.0%	

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		
	No		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	2	2	8	397	96
	Yes	195	2	1	4	142	40
		37.1%	100.0%	40.1%	51.5%	35.8%	42.0%
	No	305	0	1	3	244	43
		57.9%	.0%	59.9%	36.8%	61.4%	44.2%
DK/NA	26	0	0	1	11	13	
	5.0%	.0%	.0%	11.7%	2.7%	13.7%	

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	1	1	7	14
	Yes	0	0	2	5
		.0%	28.6%	25.7%	31.9%
	No	1	1	5	9
		100.0%	71.4%	67.4%	61.5%
DK/NA	0	0	1	1	
	.0%	.0%	6.9%	6.6%	

Comparisons of Column Proportions ^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	a,b	a				a,b
	No	a,b	a		E		a,b
	DK/NA	a,b	a,b			D	a,b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	a		
	No	a		
	DK/NA	a,b		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	287	279	9
	Yes	125	122	3
		43.4%	43.8%	31.2%
	No	152	146	6
		52.9%	52.4%	68.8%
DK/NA	11	11	0	
	3.7%	3.9%	.0%	

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		
	No		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	287	2	26	24	7	70	7
	Yes	125	2	10	1	2	38	7
		43.4%	100.0%	37.2%	4.0%	23.6%	53.6%	90.1%
	No	152	0	9	23	5	32	1
		52.9%	.0%	35.0%	96.0%	76.4%	45.8%	9.9%
DK/NA	11	0	7	0	0	0	0	
		3.7%	.0%	27.8%	.0%	.0%	.5%	.0%

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	6	13	42	24	58	9
	Yes	4	6	22	10	22	3
		67.2%	45.8%	51.8%	40.7%	37.8%	31.2%
	No	2	6	18	14	36	6
		26.4%	47.2%	43.7%	59.3%	62.2%	68.8%
DK/NA	0	1	2	0	0	0	
		6.4%	7.0%	4.5%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	C				C	C
	No			ABEFGHI			
	DK/NA	a	E		a		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(G)	(H)	(I)	(J)	(K)	(L)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	C		C			
	No				a	a	a
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	18	276	133	100
	Yes	195	9	129	45	13
		37.1%	51.4%	46.6%	33.5%	13.0%
	No	305	3	136	85	82
		57.9%	15.0%	49.1%	63.7%	82.4%
DK/NA	26	6	12	4	5	
		5.0%	33.5%	4.4%	2.8%	4.6%

Comparisons of Column Proportions^{a,b}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	D	D	D	
	No		A	AB	ABC
	DK/NA	BCD			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	66	99	163	123	77
	Yes	195	23	32	53	68	20
		37.1%	35.0%	32.2%	32.4%	55.2%	26.0%
	No	305	39	57	108	54	46
		57.9%	60.1%	57.7%	66.6%	44.1%	59.9%
DK/NA	26	3	10	2	1	11	
		5.0%	4.8%	10.0%	1.0%	.7%	14.0%

Comparisons of Column Proportions^{a,b}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			D	BCE	
	No		CD			
	DK/NA					CD

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	82	172	132	88	53
	Yes	195	28	72	43	43	8
		37.1%	34.7%	42.0%	32.9%	49.2%	14.9%
	No	305	46	85	86	44	44
		57.9%	56.4%	49.6%	65.2%	49.5%	82.7%
DK/NA	26	7	14	2	1	1	
		5.0%	8.8%	8.4%	1.8%	1.2%	2.4%

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes		E		E	
	No					A B D
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	232	221	33	10	32
	Yes	195	92	77	11	5	10
		37.1%	39.7%	35.1%	34.2%	51.8%	30.7%
	No	305	131	138	18	5	14
		57.9%	56.2%	62.5%	55.0%	48.2%	44.0%
DK/NA	26	10	5	4	0	8	
		5.0%	4.1%	2.4%	10.8%	.0%	25.3%

Comparisons of Column Proportions^{a,b}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes					
	No					A B
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	61	465	1
	Yes	195	30	165	1
		37.1%	48.9%	35.4%	100.0%
	No	305	30	275	0
		57.9%	48.9%	59.2%	.0%
DK/NA	26	1	25	0	
		5.0%	2.2%	5.4%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	B		a,,b
	No			a,,b
	DK/NA			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	398	128	1
	Yes	195	161	33	1
		37.1%	40.6%	25.8%	100.0%
	No	305	228	77	0
		57.9%	57.3%	60.3%	.0%
DK/NA	26	9	18	0	
		5.0%	2.2%	13.9%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	B		a,b
	No			a,b
	DK/NA		A	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	160	188	60	30	89
	Yes	195 37.1%	79 49.3%	74 39.2%	12 20.8%	18 61.4%	12 13.6%
	No	305 57.9%	81 50.7%	103 54.9%	33 55.5%	12 38.6%	76 85.2%
	DK/NA	26 5.0%	0 .0%	11 5.9%	14 23.7%	0 .0%	1 1.2%

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	C E	E		C E	A B C D
	No					
	DK/NA	a		B D E		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	205	195	43	40	43
	Yes	195 37.1%	107 51.9%	57 29.0%	14 32.0%	15 38.1%	3 6.8%
	No	305 57.9%	98 47.8%	134 68.7%	17 38.5%	23 58.1%	33 75.9%
	DK/NA	26 5.0%	0 .2%	4 2.2%	13 29.5%	2 3.8%	7 17.3%

Comparisons of Column Proportions^{a,b}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	B E	E	E	E	
	No		A C			A C
	DK/NA			A B D		A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	527	78	19	322	65	17
	Yes	195 37.1%	14 18.1%	4 21.4%	149 46.3%	25 38.9%	3 15.1%
	No	305 57.9%	63 80.5%	15 78.6%	169 52.6%	25 39.0%	14 84.9%
	DK/NA	26 5.0%	1 1.4%	0 .0%	4 1.2%	14 22.0%	0 .0%

		Shift
		Switch to DK/NA
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Total	26
	Yes	0 1.6%
	No	19 70.3%
	DK/NA	7 28.1%

Comparisons of Column Proportions ^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes			A F	F	
	No	C D	D ^a		A C	D ^a
	DK/NA		.			.

Comparisons of Column Proportions ^{b,c}

		Shift
		Switch to DK/NA
		(F)
16. Before taking this survey, were you aware that the airport helped purchase and protect this facility?	Yes	
	No	
	DK/NA	A C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	527
	Strongly favorable	205	205
		39.0%	39.0%
	Somewhat favorable	195	195
		37.1%	37.1%
	Somewhat unfavorable	43	43
	8.2%	8.2%	
Strongly unfavorable	40	40	
	7.6%	7.6%	
DK/NA	43	43	
	8.2%	8.2%	

Comparisons of Column Proportions ^{a,b}

		Total
		Total
		(A)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	.
	Somewhat favorable	.
	Somewhat unfavorable	.
	Strongly unfavorable	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	284	240	3
	Strongly favorable	205	96	110	0
		39.0%	33.7%	45.7%	.0%
	Somewhat favorable	195	117	77	1
		37.1%	41.2%	32.2%	38.2%
	Somewhat unfavorable	43	29	13	1
	8.2%	10.2%	5.4%	34.9%	
Strongly unfavorable	40	26	14	1	
	7.6%	9.0%	5.8%	26.9%	
DK/NA	43	17	26	0	
	8.2%	5.9%	10.9%	.0%	

Comparisons of Column Proportions ^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		A	^a
	Somewhat favorable			.
	Somewhat unfavorable			.
	Strongly unfavorable			.
	DK/NA		A	^a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	77	101	110	162	70	7
	Strongly favorable	205	37	40	30	62	36	1
		39.0%	47.4%	39.5%	26.9%	38.0%	52.3%	14.3%
	Somewhat favorable	195	17	39	58	55	22	5
		37.1%	22.4%	38.3%	52.4%	33.7%	31.9%	73.3%
	Somewhat unfavorable	43	12	9	3	16	3	0
		8.2%	14.9%	8.9%	2.8%	10.0%	4.9%	.0%
Strongly unfavorable	40	5	9	15	10	1	1	
	7.6%	6.6%	8.5%	13.3%	6.1%	1.7%	12.4%	
DK/NA	43	7	5	5	20	6	0	
	8.2%	8.7%	4.8%	4.6%	12.2%	9.2%	.0%	

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable					C	
	Somewhat favorable			A D			
	Somewhat unfavorable	C					
	Strongly unfavorable						a
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date							
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	19	60	14	21	33	21	31
	Strongly favorable	205	7	22	3	8	7	14	12
		39.0%	35.0%	36.6%	19.0%	39.1%	20.9%	65.5%	39.4%
	Somewhat favorable	195	7	29	7	8	20	6	9
		37.1%	38.1%	48.1%	48.3%	40.3%	60.4%	27.1%	30.0%
	Somewhat unfavorable	43	3	4	1	1	4	1	1
		8.2%	14.8%	7.1%	5.7%	5.9%	11.2%	3.5%	2.0%
Strongly unfavorable	40	2	2	1	1	2	1	7	
	7.6%	12.2%	2.7%	6.8%	3.9%	5.2%	3.5%	23.9%	
DK/NA	43	0	3	3	2	1	0	1	
	8.2%	.0%	5.5%	20.3%	10.7%	2.2%	.5%	4.7%	

		Date							
		June 2	June 3	June 4	June 5	June 7	June 8	June 9	June 10
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	6	19	5	9	26	49	43	19
	Strongly favorable	3	14	3	7	7	26	15	12
		41.4%	72.4%	57.5%	71.3%	26.9%	52.3%	34.6%	62.3%
	Somewhat favorable	3	3	1	0	15	11	15	5
		43.7%	13.3%	15.5%	.0%	58.2%	22.7%	35.8%	29.0%
	Somewhat unfavorable	1	0	1	0	0	4	8	1
		14.9%	1.1%	22.5%	.0%	.0%	8.2%	18.6%	3.9%
Strongly unfavorable	0	1	0	2	1	8	3	0	
	.0%	3.5%	.0%	17.7%	3.9%	16.3%	7.4%	.0%	
DK/NA	0	2	0	1	3	0	2	1	
	.0%	9.6%	4.4%	11.0%	11.0%	.4%	3.6%	4.8%	

Comparisons of Column Proportions^{b,c}

		Date							
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable					V			
	Somewhat favorable								
	Somewhat unfavorable								
	Strongly unfavorable	a							a
	DK/NA								

Comparisons of Column Proportions^{b,c}

		Date						
		June 3	June 4	June 5	June 7	June 8	June 9	June 10
		(I)	(J)	(K)	(L)	(M)	(N)	(O)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable			a				
	Somewhat favorable			a				
	Somewhat unfavorable				a			
	Strongly unfavorable		a					a
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Date					
		June 11	June 12	June 13	June 14	June 15	June 16
		(P)	(Q)	(R)	(S)	(T)	(U)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable						
	Somewhat favorable		a	BDEFGIM	IMV	a	a
	Somewhat unfavorable		a	OV		a	a
	Strongly unfavorable		a	a	a	a	a
	DK/NA	a		a			a

Comparisons of Column Proportions^{b,c}

		Date
		June 17
		(V)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	M

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	10	18	11	12	72	53	19
	Strongly favorable	205	2	2	4	3	18	21	10
		39.0%	24.3%	12.9%	39.8%	30.0%	24.4%	40.7%	50.9%
	Somewhat favorable	195	6	6	0	7	32	21	6
		37.1%	61.0%	34.8%	3.6%	56.9%	44.0%	40.0%	31.5%
	Somewhat unfavorable	43	1	5	0	2	0	3	0
	8.2%	14.7%	30.4%	.0%	13.0%	.0%	5.6%	.0%	
Strongly unfavorable	40	0	2	6	0	13	0	0	
	7.6%	.0%	12.8%	56.3%	.0%	17.4%	.6%	.4%	
DK/NA	43	0	2	0	0	10	7	3	
	8.2%	.0%	9.1%	.3%	.0%	14.2%	13.1%	17.2%	

		Zip Code			
		96148	96160	96161	96162
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	14	11	301	7
	Strongly favorable	9	9	120	7
		60.9%	81.8%	39.7%	99.9%
	Somewhat favorable	3	2	113	0
		19.0%	18.2%	37.4%	.0%
	Somewhat unfavorable	1	0	31	0
	6.2%	.0%	10.3%	.0%	
Strongly unfavorable	1	0	18	0	
	4.8%	.0%	6.1%	.0%	
DK/NA	1	0	20	0	
	9.0%	.0%	6.5%	.0%	

Comparisons of Column Proportions^{b,c}

		Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable									BE
	Somewhat favorable			a						
	Somewhat unfavorable									
	Strongly unfavorable	a		FGJ		a				
	DK/NA	a				a				

Comparisons of Column Proportions^{b,c}

		Zip Code	
		96161	96162
		(J)	(K)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		BE
	Somewhat favorable		
	Somewhat unfavorable		
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	319	2	26	24	7	70
	Strongly favorable	135	1	7	12	1	37
		42.5%	54.8%	28.5%	51.6%	10.4%	53.6%
	Somewhat favorable	115	1	10	8	5	25
		35.9%	45.2%	39.6%	32.0%	76.4%	35.6%
	Somewhat unfavorable	31	0	7	3	1	1
		9.7%	.0%	26.5%	13.3%	13.3%	1.0%
Strongly unfavorable	18	0	0	1	0	2	
	5.7%	.0%	.0%	3.1%	.0%	3.0%	
DK/NA	20	0	1	0	0	5	
	6.2%	.0%	5.5%	.0%	.0%	6.7%	

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	7	7	6	2
	Strongly favorable	2	7	4	1
		29.9%	90.1%	68.7%	30.5%
	Somewhat favorable	4	0	1	1
		59.0%	.0%	18.5%	39.0%
	Somewhat unfavorable	0	0	1	1
		.0%	.0%	12.8%	30.5%
Strongly unfavorable	1	1	0	0	
	11.1%	9.9%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	13	42	24	58	26
	Strongly favorable	2	11	13	25	11
		16.0%	27.3%	56.3%	43.1%	41.9%
	Somewhat favorable	5	18	8	19	10
		33.9%	42.8%	31.8%	33.5%	39.9%
	Somewhat unfavorable	3	6	1	6	2
		22.2%	15.5%	4.8%	9.7%	6.0%
Strongly unfavorable	4	3	1	3	3	
	27.9%	6.1%	6.2%	5.4%	12.2%	
DK/NA	0	3	0	5	0	
	.0%	8.3%	.9%	8.3%	.0%	

		Neighborhood
		DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	5
	Strongly favorable	0
		4.0%
	Somewhat favorable	0
		.0%
	Somewhat unfavorable	0
		.0%
Strongly unfavorable	0	
	.0%	
DK/NA	5	
	96.0%	

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshire (E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable					
	Somewhat favorable					
	Somewhat unfavorable	a	E		a	
	Strongly unfavorable	a			a	
	DK/NA	a		a	a	

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Gray's Crossing (F)	Martis Valley Estates (G)	Northstar/Lahontan (H)	Old Greenwood (I)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable				
	Somewhat favorable	a	a		
	Somewhat unfavorable			a	a
	Strongly unfavorable		a		a
	DK/NA	a	a		a

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Olympic Heights (J)	Ponderosa/Sierra Meadows (K)	Prosser (L)	Tahoe Donner (M)	Other (N)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable					
	Somewhat favorable					
	Somewhat unfavorable	E				
	Strongly unfavorable	a				a
	DK/NA					

Comparisons of Column Proportions ^{b,c}

	Neighborhood	DK/NA
		(O)
		17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?

a
a
B E H K L M

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	19	66	142	92
	Strongly favorable	205	12	17	57	33
		39.0%	62.4%	25.6%	40.2%	35.8%
	Somewhat favorable	195	5	27	49	36
		37.1%	27.7%	41.4%	34.5%	39.1%
	Somewhat unfavorable	43	1	14	9	10
	8.2%	3.7%	20.6%	6.5%	11.1%	
Strongly unfavorable	40	0	1	14	8	
	7.6%	.0%	1.4%	9.5%	8.6%	
DK/NA	43	1	7	13	5	
	8.2%	6.2%	11.0%	9.2%	5.3%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	81	48	76	3
	Strongly favorable	37	16	33	0
		46.6%	32.4%	43.8%	.0%
	Somewhat favorable	35	15	25	3
		43.8%	30.2%	32.6%	100.0%
	Somewhat unfavorable	1	4	4	0
	1.4%	9.0%	5.1%	.0%	
Strongly unfavorable	3	5	10	0	
	4.3%	9.9%	12.7%	.0%	
DK/NA	3	9	4	0	
	4.0%	18.5%	5.8%	.0%	

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA	a	E		

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable Somewhat favorable Somewhat unfavorable Strongly unfavorable DK/NA				a a a a a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	154	369	4
	Strongly favorable	205	47	158	0
		39.0%	30.6%	42.9%	3.6%
	Somewhat favorable	195	47	145	4
		37.1%	30.3%	39.3%	80.2%
	Somewhat unfavorable	43	21	23	0
	8.2%	13.3%	6.1%	.0%	
Strongly unfavorable	40	21	19	0	
	7.6%	13.6%	5.3%	.0%	
DK/NA	43	19	23	1	
	8.2%	12.2%	6.4%	16.2%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		A	.
	Somewhat favorable			.
	Somewhat unfavorable	B		.
	Strongly unfavorable	B		.
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	369	365	3
	Strongly favorable	158 42.9%	157 42.9%	1 39.5%
	Somewhat favorable	145 39.3%	144 39.5%	1 22.8%
	Somewhat unfavorable	23 6.1%	23 6.2%	0 .0%
	Strongly unfavorable	19 5.3%	19 5.3%	0 .0%
	DK/NA	23 6.4%	22 6.1%	1 37.7%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		.
	Somewhat favorable		.
	Somewhat unfavorable		.
	Strongly unfavorable		.
	DK/NA		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group				
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	2	2	8	397
	Strongly favorable	205 39.0%	0 .0%	0 .0%	1 8.7%	148 37.2%
	Somewhat favorable	195 37.1%	0 .0%	0 .0%	6 76.3%	168 42.5%
	Somewhat unfavorable	43 8.2%	2 100.0%	1 40.1%	0 .0%	31 7.9%
	Strongly unfavorable	40 7.6%	0 .0%	0 .0%	0 .0%	25 6.4%
	DK/NA	43 8.2%	0 .0%	1 59.9%	1 15.0%	24 6.0%

		Ethnic Group				
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	96	1	1	7	14
	Strongly favorable	51 53.0%	0 .0%	0 23.8%	2 25.7%	4 27.1%
	Somewhat favorable	13 13.3%	1 100.0%	1 52.4%	5 63.2%	2 16.2%
	Somewhat unfavorable	6 6.3%	0 .0%	0 .0%	1 10.4%	3 19.6%
	Strongly unfavorable	13 14.0%	0 .0%	0 23.8%	0 .0%	1 8.0%
	DK/NA	13 13.4%	0 .0%	0 .0%	0 .7%	4 29.1%

Comparisons of Column Proportions^{c,d}

		Ethnic Group				
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
		(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	.	.	.	.	D
	Somewhat favorable	.	.	E	E	.
	Somewhat unfavorable	.	.	.	.	.
	Strongly unfavorable	.	.	.	.	D
	DK/NA	.	.	.	.	.

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
		(F)	(G)	(H)	(I)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	.	.	.	.
	Somewhat favorable	.	.	E	.
	Somewhat unfavorable	.	.	.	.
	Strongly unfavorable	.	.	.	.
	DK/NA	.	.	.	D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	287	279	9
	Strongly favorable	124	122	3
		43.2%	43.7%	30.1%
	Somewhat favorable	104	99	5
		36.2%	35.6%	53.7%
	Somewhat unfavorable	29	29	1
	10.2%	10.3%	8.1%	
Strongly unfavorable	15	14	1	
	5.3%	5.2%	8.1%	
DK/NA	15	15	0	
	5.1%	5.2%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes (A)	No (B)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		
	Somewhat favorable		
	Somewhat unfavorable		
	Strongly unfavorable		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	287	2	26	24	7	70
	Strongly favorable	124	1	7	12	1	37
		43.2%	54.8%	28.5%	51.6%	10.4%	53.6%
	Somewhat favorable	104	1	10	8	5	25
		36.2%	45.2%	39.6%	32.0%	76.4%	35.6%
	Somewhat unfavorable	29	0	7	3	1	1
	10.2%	.0%	26.5%	13.3%	13.3%	1.0%	
Strongly unfavorable	15	0	0	1	0	2	
	5.3%	.0%	.0%	3.1%	.0%	3.0%	
DK/NA	15	0	1	0	0	5	
	5.1%	.0%	5.5%	.0%	.0%	6.7%	

		Vicinity of Airport			
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	7	6	13	42
	Strongly favorable	7	4	2	11
		90.1%	68.7%	16.0%	27.3%
	Somewhat favorable	0	1	5	18
		.0%	18.5%	33.9%	42.8%
	Somewhat unfavorable	0	1	3	6
	.0%	12.8%	22.2%	15.5%	
Strongly unfavorable	1	0	4	3	
	9.9%	.0%	27.9%	6.1%	
DK/NA	0	0	0	3	
	.0%	.0%	.0%	8.3%	

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	24	58	9
	Strongly favorable	13	25	3
		56.3%	43.1%	30.1%
	Somewhat favorable	8	19	5
		31.8%	33.5%	53.7%
	Somewhat unfavorable	1	6	1
	4.8%	9.7%	8.1%	
Strongly unfavorable	1	3	1	
	6.2%	5.4%	8.1%	
DK/NA	0	5	0	
	.9%	8.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable					
	Somewhat favorable					
	Somewhat unfavorable	a	E		a	
	Strongly unfavorable	a		a	a	
	DK/NA			a		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport			
		Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable				
	Somewhat favorable				
	Somewhat unfavorable	a		E	
	Strongly unfavorable	a	a	E	
	DK/NA			a	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable			
	Somewhat favorable			
	Somewhat unfavorable			
	Strongly unfavorable			
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	18	276	133	100
	Strongly favorable	205	8	164	6	27
		39.0%	46.7%	59.3%	4.2%	27.4%
	Somewhat favorable	195	3	79	61	52
		37.1%	17.0%	28.7%	46.0%	52.1%
	Somewhat unfavorable	43	7	8	24	4
	8.2%	35.8%	2.8%	18.4%	4.4%	
Strongly unfavorable	40	0	5	34	1	
	7.6%	.5%	1.9%	25.6%	1.0%	
DK/NA	43	0	20	8	15	
	8.2%	.0%	7.3%	5.8%	15.1%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	C	C D		C
	Somewhat favorable			B	A B
	Somewhat unfavorable	B D		B D	
	Strongly unfavorable			B D	
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	66	99	163	123
	Strongly favorable	205	10	25	78	78
		39.0%	15.4%	25.1%	47.8%	63.7%
	Somewhat favorable	195	20	39	70	29
		37.1%	30.9%	39.8%	43.0%	23.5%
	Somewhat unfavorable	43	13	21	2	1
		8.2%	20.1%	21.8%	1.5%	1.1%
Strongly unfavorable	40	16	9	5	9	
	7.6%	24.3%	9.1%	3.2%	7.0%	
DK/NA	43	6	4	8	6	
	8.2%	9.2%	4.2%	4.7%	4.7%	

		Reduce Number of Flights
		Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	77
	Strongly favorable	14
		18.7%
	Somewhat favorable	37
		48.1%
	Somewhat unfavorable	5
	6.1%	
Strongly unfavorable	2	
	2.0%	
DK/NA	19	
	25.2%	

Comparisons of Column Proportions^{a,b}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable			A B E	A B E
	Somewhat favorable			D	
	Somewhat unfavorable	C D	C D E		
	Strongly unfavorable	C D E			
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	
	Somewhat favorable	D
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	82	172	132	88
	Strongly favorable	205 39.0%	31 37.8%	76 44.5%	48 36.3%	45 50.6%
	Somewhat favorable	195 37.1%	25 30.7%	54 31.4%	65 49.0%	20 22.5%
	Somewhat unfavorable	43 8.2%	8 10.2%	19 11.1%	9 6.8%	3 3.2%
	Strongly unfavorable	40 7.6%	9 11.4%	3 1.7%	8 5.7%	20 22.4%
	DK/NA	43 8.2%	8 9.9%	20 11.4%	3 2.2%	1 1.3%

		Remain the Way it Is
		Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	53
	Strongly favorable	5 9.9%
	Somewhat favorable	32 59.8%
	Somewhat unfavorable	4 7.4%
	Strongly unfavorable	1 1.4%
	DK/NA	11 21.5%

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	E	E	E	E
	Somewhat favorable			B D	
	Somewhat unfavorable				B C E
	Strongly unfavorable	B			
	DK/NA		C D		

Comparisons of Column Proportions^{a,b}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	A B D
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	C D
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	232	221	33	10
	Strongly favorable	205 39.0%	113 48.7%	78 35.4%	7 22.3%	4 45.5%
	Somewhat favorable	195 37.1%	70 30.1%	108 48.9%	9 28.5%	0 .0%
	Somewhat unfavorable	43 8.2%	16 6.8%	14 6.1%	7 22.4%	1 7.6%
	Strongly unfavorable	40 7.6%	19 8.1%	11 4.9%	4 11.7%	5 46.9%
	DK/NA	43 8.2%	15 6.3%	10 4.7%	5 15.1%	0 .0%

		Manage the Growth of Operations
		Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	32
	Strongly favorable	2 7.5%
	Somewhat favorable	8 25.8%
	Somewhat unfavorable	6 18.1%
	Strongly unfavorable	2 7.8%
	DK/NA	13 40.8%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	B C E	E	A B	E a
	Somewhat favorable				
	Somewhat unfavorable				
	Strongly unfavorable				
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	A B
	Somewhat favorable	
	Somewhat unfavorable	
	Strongly unfavorable	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	61	465	1
	Strongly favorable	205 39.0%	41 66.9%	165 35.4%	0 .0%
	Somewhat favorable	195 37.1%	14 23.7%	180 38.7%	1 100.0%
	Somewhat unfavorable	43 8.2%	4 6.3%	39 8.5%	0 .0%
	Strongly unfavorable	40 7.6%	2 3.1%	38 8.2%	0 .0%
	DK/NA	43 8.2%	0 .0%	43 9.2%	0 .0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	B	A	a, b
	Somewhat favorable			
	Somewhat unfavorable			
	Strongly unfavorable			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	398	128	1
	Strongly favorable	205 39.0%	182 45.8%	23 18.1%	0 .0%
	Somewhat favorable	195 37.1%	142 35.8%	52 40.6%	1 100.0%
	Somewhat unfavorable	43 8.2%	30 7.4%	14 10.6%	0 .0%
	Strongly unfavorable	40 7.6%	20 4.9%	21 16.1%	0 .0%
	DK/NA	43 8.2%	24 6.1%	19 14.6%	0 .0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	B	A	a, b
	Somewhat favorable			
	Somewhat unfavorable			
	Strongly unfavorable			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	160	188	60	30
	Strongly favorable	205	118	65	4	0
	Somewhat favorable	195	38	102	16	0
	Somewhat unfavorable	43	0	4	25	6
	Strongly unfavorable	40	0	1	13	22
	DK/NA	43	3	18	3	3
		8.2%	2.0%	9.3%	4.6%	9.5%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
Total		89
Strongly favorable		19
		21.8%
Somewhat favorable		39
		44.0%
Somewhat unfavorable		8
		9.5%
Strongly unfavorable		5
		6.1%
DK/NA		17
		18.6%

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	B C E	C		a
	Somewhat favorable	D	A C D	D	
	Somewhat unfavorable			A B E	A B
	Strongly unfavorable	a		B E	B C E
	DK/NA		A		

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	C
	Somewhat favorable	A D
	Somewhat unfavorable	A
	Strongly unfavorable	B
	DK/NA	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	205	195	43	40
	Strongly favorable	205	205	0	0	0
	Somewhat favorable	195	0	195	0	0
	Somewhat unfavorable	43	0	0	43	0
	Strongly unfavorable	40	0	0	0	40
	DK/NA	43	0	0	0	0
		8.2%	.0%	.0%	.0%	.0%

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
Total		43
Strongly favorable		0
		.0%
Somewhat favorable		0
		.0%
Somewhat unfavorable		0
		.0%
Strongly unfavorable		0
		.0%
DK/NA		43
		100.0%

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	a	a	a	a
	Somewhat favorable	.	a	.	a
	Somewhat unfavorable	a	.	a	.
	Strongly unfavorable	.	a	.	a
	DK/NA	.	a	.	a

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	a
	Somewhat favorable	a
	Somewhat unfavorable	a
	Strongly unfavorable	a
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	527	78	19	322	65
	Strongly favorable	205	23	0	182	0
		39.0%	29.2%	.0%	56.6%	.0%
	Somewhat favorable	195	55	0	140	0
		37.1%	70.8%	.0%	43.4%	.0%
	Somewhat unfavorable	43	0	13	0	30
	8.2%	.0%	67.3%	.0%	47.2%	
Strongly unfavorable	40	0	6	0	34	
	7.6%	.0%	32.7%	.0%	52.8%	
DK/NA	43	0	0	0	0	
	8.2%	.0%	.0%	.0%	.0%	

		Shift	
		DK/NA on Both	Switch to DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Total	17	26
	Strongly favorable	0	0
		.0%	.0%
	Somewhat favorable	0	0
		.0%	.0%
	Somewhat unfavorable	0	0
	.0%	.0%	
Strongly unfavorable	0	0	
	.0%	.0%	
DK/NA	17	26	
	100.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable		a	A	a
	Somewhat favorable	C	a		a
	Somewhat unfavorable	a		a	
	Strongly unfavorable	a		a	
	DK/NA	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	Strongly favorable	a	a
	Somewhat favorable	a	a
	Somewhat unfavorable	a	a
	Strongly unfavorable	a	a
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
18. Are you a licensed pilot?	Total	527	527
	Yes	18	18
		3.5%	3.5%
	No	506	506
		96.0%	96.0%
DK/NA	3	3	
	.5%	.5%	

Comparisons of Column Proportions^{a,b}

	Total
	Total
	(A)
18. Are you a licensed pilot?	.
Yes	.
No	.
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
18. Are you a licensed pilot?	527	284	240	3
Yes	18	18	0	0
	3.5%	6.4%	.1%	.0%
No	506	266	237	3
	96.0%	93.6%	98.7%	100.0%
DK/NA	3	0	3	0
	.5%	.0%	1.2%	.0%

Comparisons of Column Proportions^{b,c}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
18. Are you a licensed pilot?	B	A	a
Yes			a
No			a
DK/NA	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age					Not coded
		18-29	30-39	40-49	50-64	65+	
18. Are you a licensed pilot?	527	77	101	110	162	70	7
Yes	18	4	3	0	8	4	0
	3.5%	5.0%	2.5%	.0%	4.9%	5.7%	.0%
No	506	71	99	110	154	66	7
	96.0%	91.3%	97.5%	100.0%	95.1%	94.3%	100.0%
DK/NA	3	3	0	0	0	0	0
	.5%	3.7%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Total	Age				
		18-29	30-39	40-49	50-64	65+
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?			a			a
Yes			a			a
No			a	a	a	a
DK/NA		a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
18. Are you a licensed pilot?	527	19	60	14	21	33	21	31	6	19
Yes	18	0	6	1	1	1	0	1	1	1
	3.5%	.0%	9.4%	10.0%	6.1%	4.0%	.0%	3.0%	14.9%	4.3%
No	506	19	54	12	20	32	21	30	5	18
	96.0%	100.0%	90.6%	90.0%	93.9%	96.0%	100.0%	97.0%	85.1%	95.7%
DK/NA	3	0	0	0	0	0	0	0	0	0
	.5%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

	Total	Date							
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
18. Are you a licensed pilot?	5	9	26	49	43	19	42	13	4
Yes	0	0	2	3	0	0	0	0	0
	8.6%	.0%	8.3%	5.4%	1.0%	.0%	1.0%	.0%	.0%
No	4	9	21	47	43	19	42	13	4
	91.4%	100.0%	80.9%	94.6%	99.0%	100.0%	99.0%	100.0%	100.0%
DK/NA	0	0	3	0	0	0	0	0	0
	.0%	.0%	10.9%	.0%	.0%	.0%	.0%	.0%	.0%

	Total	Date			
		June 14	June 15	June 16	June 17
18. Are you a licensed pilot?	9	3	5	76	
Yes	0	0	0	0	
	.0%	.0%	.0%	.0%	
No	9	3	5	76	
	100.0%	100.0%	100.0%	100.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
18. Are you a licensed pilot?	Yes	a					a			
	No	a					a			
	DK/NA	a	a	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
18. Are you a licensed pilot?	Yes		a				a		a	
	No		a				a		a	
	DK/NA	a	a		a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date			
		June 14	June 15	June 16	June 17
		(S)	(T)	(U)	(V)
18. Are you a licensed pilot?	Yes	a	a	a	a
	No	a	a	a	a
	DK/NA	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
18. Are you a licensed pilot?	Total	527	10	18	11	12	72	53	19	14	11
	Yes	18	0	0	0	0	0	1	0	0	0
		3.5%	.0%	2.4%	.3%	.0%	.0%	1.6%	.0%	.0%	.0%
	No	506	10	17	11	12	72	52	16	14	11
	96.0%	100.0%	97.6%	99.7%	100.0%	100.0%	98.4%	85.1%	100.0%	100.0%	
DK/NA	3	0	0	0	0	0	0	3	0	0	
	.5%	.0%	.0%	.0%	.0%	.0%	.0%	14.9%	.0%	.0%	

		Zip Code	
		96161	96162
18. Are you a licensed pilot?	Total	301	7
	Yes	17	0
		5.7%	.0%
	No	284	7
	94.3%	100.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
18. Are you a licensed pilot?	Yes	a			a	a		a				
	No	a			a	a		a				
	DK/NA	a	a	a	a	a	a	a	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
18. Are you a licensed pilot?	Total	319	2	26	24	7	70	7
	Yes	17	0	1	0	0	4	0
		5.4%	19.9%	4.0%	.0%	.0%	5.3%	.0%
	No	302	2	25	24	7	66	7
	94.6%	80.1%	96.0%	100.0%	100.0%	94.7%	100.0%	

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
18. Are you a licensed pilot?	Total	7	6	2	13	42	24
	Yes	0	0	0	0	0	2
		.0%	.0%	.0%	.0%	.0%	9.4%
	No	7	6	2	13	42	21
	100.0%	100.0%	100.0%	100.0%	100.0%	90.6%	

		Neighborhood		
		Tahoe Donner	Other	DK/NA
18. Are you a licensed pilot?	Total	58	26	5
	Yes	9	1	0
		15.3%	3.6%	.0%
No	49	25	5	
	84.7%	96.4%	100.0%	

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
18. Are you a licensed pilot?	Yes				a		a
	No				a		a

Comparisons of Column Proportions^{b,c}

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
	(G)	(H)	(I)	(J)	(K)	(L)
18. Are you a licensed pilot?						
Yes	a	a	a	a	a	a
No	.	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

	Neighborhood		
	Tahoe Donner	Other	DK/NA
	(M)	(N)	(O)
18. Are you a licensed pilot?			
Yes			a
No			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
18. Are you a licensed pilot?	Total	527	19	66	142	92	81
	Yes	18	0	1	3	5	5
		3.5%	2.1%	1.4%	2.0%	5.6%	6.6%
	No	506	19	62	139	87	75
		96.0%	97.9%	94.2%	98.0%	94.4%	93.4%
	DK/NA	3	0	3	0	0	0
		.5%	.0%	4.3%	.0%	.0%	.0%

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		Total	48	76	3
Yes	1	3	0	
	1.9%	3.8%	.0%	
No	47	73	3	
	98.1%	96.2%	100.0%	
DK/NA	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes					
	No					
	DK/NA	a		a	a	a

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
18. Are you a licensed pilot?	Yes			
	No			
	DK/NA	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	154	369	4
	Yes	18	0	18	0
		3.5%	.0%	5.0%	.0%
	No	506	151	350	4
		96.0%	98.1%	95.0%	100.0%
	DK/NA	3	3	0	0
		.5%	1.9%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
18. Are you a licensed pilot?	Yes	a		a
	No			a
	DK/NA		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
18. Are you a licensed pilot?	Total	369	365	3
	Yes	18	18	0
		5.0%	5.0%	.0%
	No	350	347	3
		95.0%	95.0%	100.0%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
18. Are you a licensed pilot?	Yes		a
	No	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
18. Are you a licensed pilot?	Total	527	2	2	8	397	96
	Yes	18 3.5%	0 .0%	0 .0%	0 .0%	18 4.5%	0 .0%
	No	506 96.0%	2 100.0%	2 100.0%	8 100.0%	379 95.5%	96 100.0%
	DK/NA	3 .5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
18. Are you a licensed pilot?	Total	1	1	7	14
	Yes	0 .0%	0 .0%	1 8.4%	0 .0%
	No	1 100.0%	1 100.0%	7 91.6%	11 79.8%
	DK/NA	0 .0%	0 .0%	0 .0%	3 20.1%

Comparisons of Column Proportions^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
18. Are you a licensed pilot?	Yes	a,b	a,b	b	b	b	a,b
	No	a,b	a,b	b	l	b	a,b
	DK/NA	a,b	a,b	b	b	b	a,b

Comparisons of Column Proportions^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
18. Are you a licensed pilot?	Yes	a,b	.	.
	No	a,b	.	.
	DK/NA	a,b	b	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
18. Are you a licensed pilot?	Total	287	279	9
	Yes	16 5.6%	16 5.8%	0 .0%
	No	271 94.4%	262 94.2%	9 100.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes (A)	No (B)
18. Are you a licensed pilot?	Yes	a	.
	No	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
18. Are you a licensed pilot?	Total	287	2	26	24	7	70	7
	Yes	16 5.6%	0 19.9%	1 4.0%	0 .0%	0 .0%	4 5.3%	0 .0%
	No	271 94.4%	2 80.1%	25 96.0%	24 100.0%	7 100.0%	66 94.7%	7 100.0%

		Vicinity of Airport					Not in Area
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	
18. Are you a licensed pilot?	Total	6	13	42	24	58	9
	Yes	0	0	0	2	9	0
		.0%	.0%	.0%	9.4%	15.3%	.0%
	No	6	13	42	21	49	9
		100.0%	100.0%	100.0%	90.6%	84.7%	100.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
18. Are you a licensed pilot?	Yes				a		
	No				a		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					Not in Area
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	
		(G)	(H)	(I)	(J)	(K)		(L)
18. Are you a licensed pilot?	Yes	a	a	a			a
	No	a	a	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				Not sure/No opinion/DK/NA
		Total	Too much	Right amount	Not enough	
18. Are you a licensed pilot?	Total	527	18	276	133	100
	Yes	18	6	10	1	1
		3.5%	34.0%	3.8%	.7%	.8%
	No	506	12	266	132	96
		96.0%	66.0%	96.2%	99.3%	96.3%
	DK/NA	3	0	0	0	3
		.5%	.0%	.0%	.0%	2.9%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
18. Are you a licensed pilot?	Yes	B	C	D	
	No	a	a	a	A
	DK/NA	a	a	a	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	66	99	163	123	77
	Yes	18	0	5	3	10	0
		3.5%	.0%	5.2%	1.9%	8.0%	.6%
	No	506	66	93	159	113	74
		96.0%	100.0%	94.8%	98.1%	92.0%	95.8%
	DK/NA	3	0	0	0	0	3
		.5%	.0%	.0%	.0%	.0%	3.7%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes					
	No	a	a	a	a	
	DK/NA	a	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	82	172	132	88	53
	Yes	18	3	5	8	2	1
		3.5%	4.2%	2.9%	5.8%	1.8%	1.6%
	No	506	79	167	124	87	49
		96.0%	95.8%	97.1%	94.2%	98.2%	93.0%
	DK/NA	3	0	0	0	0	3
		.5%	.0%	.0%	.0%	.0%	5.4%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes					
	No	a	a	a	a	
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	232	221	33	10	32
	Yes	18	7	11	0	0	0
		3.5%	2.8%	5.1%	.6%	.0%	1.3%
	No	506	226	209	33	10	29
		96.0%	97.2%	94.9%	99.4%	100.0%	89.7%
DK/NA	3	0	0	0	0	3	
	.5%	.0%	.0%	.0%	.0%	9.0%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes					
	No	a	a	a	a	
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	61	465	1
	Yes	18	10	8	0
		3.5%	16.9%	1.8%	.0%
	No	506	51	454	1
		96.0%	83.1%	97.6%	100.0%
DK/NA	3	0	3	0	
	.5%	.0%	.6%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
18. Are you a licensed pilot?	Yes	B		a,b
	No	.b	A	a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
18. Are you a licensed pilot?	Total	527	398	128	1
	Yes	18	16	2	1
		3.5%	4.0%	1.3%	100.0%
	No	506	382	123	0
		96.0%	96.0%	96.5%	.0%
DK/NA	3	0	3	0	
	.5%	.0%	2.2%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
18. Are you a licensed pilot?	Yes			a,b
	No	.b		a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
18. Are you a licensed pilot?	Total	527	160	188	60	30	89
	Yes	18	13	5	1	0	0
		3.5%	7.9%	2.7%	1.0%	.0%	.0%
	No	506	147	183	59	27	89
		96.0%	92.1%	97.3%	99.0%	90.5%	100.0%
DK/NA	3	0	0	0	3	0	
	.5%	.0%	.0%	.0%	9.5%	.0%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes					
	No					
	DK/NA	a	a	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
18. Are you a licensed pilot?	Total	527	205	195	43	40	43
	Yes	18	15	3	0	0	0
		3.5%	7.2%	1.6%	.0%	.0%	1.0%
	No	506	190	192	43	40	40
		96.0%	92.8%	98.4%	100.0%	100.0%	92.4%
DK/NA	3	0	0	0	0	3	
	.5%	.0%	.0%	.0%	.0%	6.6%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes	B		a		
	No		A	a		
	DK/NA	a	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
18. Are you a licensed pilot?	Total	527	78	19	322	65	17
	Yes	18	1	0	17	0	0
		3.5%	.8%	.0%	5.4%	.0%	.0%
	No	506	78	19	305	65	17
		96.0%	99.2%	100.0%	94.6%	100.0%	100.0%
DK/NA	3	0	0	0	0	0	
	.5%	.0%	.0%	.0%	.0%	.0%	

		Shift
		Switch to DK/NA
18. Are you a licensed pilot?	Total	26
	Yes	0
		1.6%
	No	23
		87.6%
DK/NA	3	
		10.8%

Comparisons of Column Proportions^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
18. Are you a licensed pilot?	Yes		a			a
	No	F	a		F	a
	DK/NA	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Shift
		Switch to DK/NA
18. Are you a licensed pilot?	Yes	
	No	
	DK/NA	(F)

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	527
	Yes	61 11.5%	61 11.5%
	No	465 88.3%	465 88.3%
	DK/NA	1 .2%	1 .2%

Comparisons of Column Proportions^{a,b}

		Total
		(A)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.
	No	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	284	240	3
	Yes	61 11.5%	39 13.9%	21 8.9%	0 .0%
	No	465 88.3%	245 86.1%	217 90.7%	3 100.0%
	DK/NA	1 .2%	0 .0%	1 .5%	0 .0%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male (A)	Female (B)	Other (C)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	a
	No	a	.	a
	DK/NA	.	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	77	101	110	162	70	7
	Yes	61 11.5%	8 9.8%	7 6.8%	8 7.0%	28 17.1%	6 8.7%	5 73.3%
	No	465 88.3%	70 90.2%	93 92.1%	102 93.0%	134 82.9%	64 91.3%	2 26.7%
	DK/NA	1 .2%	0 .0%	1 1.1%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Age					
		18-29 (A)	30-39 (B)	40-49 (C)	50-64 (D)	65+ (E)	Not coded (F)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.	.	.	A B C D E
	No	F	F	F	F	F	a
	DK/NA	.	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	19	60	14	21	33	21	31	6	19
	Yes	61 11.5%	1 6.0%	14 22.7%	1 6.8%	1 6.4%	2 5.9%	1 6.7%	3 10.2%	0 .0%	4 22.9%
	No	465 88.3%	18 94.0%	46 77.3%	13 93.2%	20 93.6%	31 94.1%	20 93.3%	28 89.8%	6 100.0%	15 77.1%
	DK/NA	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	5	9	26	49	43	19	42	13	4
	Yes	0	1	3	16	1	3	3	1	0
	No	4	8	23	33	42	15	38	11	4
	DK/NA	0	0	0	0	0	0	1	0	0
		8.6%	9.9%	10.7%	32.2%	1.9%	18.5%	6.7%	8.7%	.0%
		91.4%	90.1%	89.3%	67.8%	98.1%	81.5%	90.7%	91.3%	100.0%
		.0%	.0%	.0%	.0%	.0%	.0%	2.6%	.0%	.0%

		Date			
		June 14	June 15	June 16	June 17
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	9	3	5	76
	Yes	0	0	1	4
	No	9	3	4	72
	DK/NA	0	0	0	0
		.0%	.0%	14.4%	5.1%
		100.0%	100.0%	85.6%	94.9%
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^{b,c}

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes								a	
	No	a	a	a	a	a	a	a	a	a
	DK/NA	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes				NV					
	No	a	a	a	a	M	a		a	a
	DK/NA	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Date			
		June 14	June 15	June 16	June 17
		(S)	(T)	(U)	(V)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes		a		
	No	a	a	a	M
	DK/NA	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	10	18	11	12	72	53	19	14	11
	Yes	61	1	2	0	8	5	10	1	2	0
	No	465	9	16	11	3	67	43	18	12	11
	DK/NA	1	0	0	0	0	0	0	0	0	0
		11.5%	9.2%	12.1%	.0%	70.0%	6.4%	19.3%	4.2%	14.3%	.0%
		88.3%	90.8%	87.9%	100.0%	30.0%	93.6%	80.7%	95.8%	85.7%	100.0%
		.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Zip Code	
		96161	96162
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	301	7
	Yes	32	0
	No	268	7
	DK/NA	1	0
		10.6%	.0%
		89.0%	100.0%
		.4%	.0%

Comparisons of Column Proportions ^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes			a	EFGIJ							
	No	a	a	a	a	D	D	D	a	D	D	a
	DK/NA	.	.	.	.	.	.	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	319	2	26	24	7	70	7
	Yes	32	1	1	0	0	4	0
	No	286	1	25	24	7	66	6
	DK/NA	1	0	0	0	0	0	0
		10.0%	54.8%	3.6%	.0%	.0%	5.8%	5.7%
		89.6%	45.2%	96.4%	100.0%	100.0%	94.2%	94.3%
		.3%	.0%	.0%	.0%	.0%	.0%	.0%

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	7	6	2	13	42	24
	Yes	0	2	1	2	2	7
	No	7	5	1	11	40	16
	DK/NA	0	0	0	0	0	0
		5.6%	28.0%	39.0%	16.1%	4.0%	30.6%
		94.4%	72.0%	61.0%	83.9%	96.0%	69.4%
		.0%	.0%	.0%	.0%	.0%	.0%

		Neighborhood		
		Tahoe Donner	Other	DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	58	26	5
	Yes	7 12.0%	4 16.7%	0 .0%
	No	50 86.1%	22 83.3%	5 100.0%
	DK/NA	1 1.9%	0 .0%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.	.	.	.
	No	.	.	.	.	.	.
	DK/NA	.a	.a	.a	.a	.a	.a

Comparisons of Column Proportions ^{b,c}

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
		(G)	(H)	(I)	(J)	(K)	(L)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.	.	.	.
	No	.	.	.	.	.	.
	DK/NA	.a	.a	.a	.a	.a	.a

Comparisons of Column Proportions ^{b,c}

		Neighborhood		
		Tahoe Donner	Other	DK/NA
		(M)	(N)	(O)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.
	No	.	.	.
	DK/NA	.a	.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	19	66	142	92	81
	Yes	61 11.5%	4 22.7%	3 3.9%	15 10.8%	11 11.6%	10 12.2%
	No	465 88.3%	15 77.3%	63 96.1%	127 89.2%	80 87.2%	71 87.8%
	DK/NA	1 .2%	0 .0%	0 .0%	0 .0%	1 1.2%	0 .0%

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	48	76	3
	Yes	2 3.9%	13 17.0%	3 100.0%
	No	46 96.1%	63 83.0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.	.	.
	No	.	.	.	.	.
	DK/NA	.a	.a	.a	.	.a

Comparisons of Column Proportions ^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	.	.	.
	No	.	.	.
	DK/NA	.a	.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	154	369	4
	Yes	61	8	52	0
		11.5%	5.2%	14.2%	8.2%
	No	465	146	315	4
		88.3%	94.8%	85.5%	91.8%
DK/NA	1	0	1	0	
	.2%	.0%	.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes		A	
	No	B		
	DK/NA	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	369	365	3
	Yes	52	52	1
		14.2%	14.2%	20.1%
	No	315	312	3
		85.5%	85.5%	79.9%
DK/NA	1	1	0	
	.3%	.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes		
	No		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	2	2	8	397	96
	Yes	61	2	0	2	48	6
		11.5%	100.0%	.0%	30.3%	12.1%	6.2%
	No	465	0	2	6	348	90
		88.3%	.0%	100.0%	69.7%	87.7%	93.8%
DK/NA	1	0	0	0	1	0	
	.2%	.0%	.0%	.0%	.3%	.0%	

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	1	1	7	14
	Yes	0	0	1	2
		.0%	.0%	17.3%	12.1%
	No	1	1	6	12
		100.0%	100.0%	82.7%	87.9%
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Ethnic Group						
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander	
		(A)	(B)	(C)	(D)	(E)	(F)	
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	a,,b	a,,b				a,,b	
	No	a,,b	a,,b				a,,b	
	DK/NA	a,,b	a,,b	.b		.b	a,,b	

Comparisons of Column Proportions^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	a,.b		
	No	a,.b		.b
	DK/NA	a,.b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	287	279	9
	Yes	28	26	1
		9.6%	9.5%	14.5%
	No	259	251	8
	90.0%	90.2%	85.5%	
DK/NA	1	1	0	
	.4%	.4%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes		
	No		a
	DK/NA		.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	287	2	26	24	7	70	7
		28	1	1	0	0	4	0
	Yes	9.6%	54.8%	3.6%	.0%	.0%	5.8%	5.6%
	No	259	1	25	24	7	66	7
		90.0%	45.2%	96.4%	100.0%	100.0%	94.2%	94.4%
DK/NA	1	0	0	0	0	0	0	
	.4%	.0%	.0%	.0%	.0%	.0%	.0%	

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	6	13	42	24	58	9	
		2	2	2	7	7	1	
	Yes	28.0%	16.1%	4.0%	30.6%	12.0%	14.5%	
	No	5	11	40	16	50	8	
		72.0%	83.9%	96.0%	69.4%	86.1%	85.5%	
DK/NA	0	0	0	0	1	0		
	.0%	.0%	.0%	.0%	1.9%	.0%		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes			a	a		
	No			a	a		
	DK/NA	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
		(G)	(H)	(I)	(J)	(K)	(L)	
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes							
	No							
	DK/NA	a	a	a	a		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	18	276	133	100
	Yes	61	7	31	11	13
	No	465	11	244	122	87
	DK/NA	1	0	1	0	0
		11.5%	38.7%	11.1%	8.0%	12.5%
		88.3%	61.3%	88.5%	92.0%	87.5%
		.2%	.0%	.4%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	B	C	D	
	No		A		A
	DK/NA	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	66	99	163	123	77
	Yes	61	5	11	15	28	1
	No	465	60	88	146	95	76
	DK/NA	1	0	0	1	0	0
			11.5%	8.4%	10.8%	9.5%	22.7%	1.5%
		88.3%	91.6%	89.2%	89.8%	77.3%	98.5%
		.2%	.0%	.0%	.7%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes				C	E
	No			D		D
	DK/NA	a	a		a	a

- Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.
- a. This category is not used in comparisons because its column proportion is equal to zero or one.
 - b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 - c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	82	172	132	88	53
	Yes	61	9	22	17	11	2
	No	465	73	149	115	78	51
	DK/NA	1	0	1	0	0	0
		11.5%	11.5%	12.7%	12.8%	12.1%	3.4%
		88.3%	88.5%	86.6%	87.2%	87.9%	96.6%
		.2%	.0%	.6%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes					
	No			a	a	a
	DK/NA	a				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	232	221	33	10	32
	Yes	61	29	25	3	4	0
	No	465	203	194	30	6	32
	DK/NA	1	0	1	0	0	0
			11.5%	12.6%	11.4%	9.2%	36.6%	.0%
		88.3%	87.4%	88.2%	90.8%	63.4%	100.0%
		.2%	.0%	.5%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes					
	No			a	a	a
	DK/NA	a				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	61	465	1
	Yes	61 11.5%	61 100.0%	0 .0%	0 .0%
	No	465 88.3%	0 .0%	465 100.0%	0 .0%
	DK/NA	1 .2%	0 .0%	0 .0%	1 100.0%

Comparisons of Column Proportions c,d

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	a	a	a,b
	No	a	a	a,b
	DK/NA	a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	398	128	1
	Yes	61 11.5%	43 10.9%	17 13.7%	0 .0%
	No	465 88.3%	355 89.1%	109 85.5%	1 100.0%
	DK/NA	1 .2%	0 .0%	1 .8%	0 .0%

Comparisons of Column Proportions c,d

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	a,b		a,b
	No			a,b
	DK/NA	.b		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	160	188	60	30	89
	Yes	61 11.5%	35 22.0%	18 9.7%	4 7.1%	1 2.3%	3 2.9%
	No	465 88.3%	124 77.4%	170 90.3%	56 92.9%	29 97.7%	86 97.1%
	DK/NA	1 .2%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions b,c

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	B E				
	No		A a	a	a	A a
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	205	195	43	40	43
	Yes	61 11.5%	41 19.8%	14 7.4%	4 8.8%	2 4.7%	0 .0%
	No	465 88.3%	165 80.2%	180 92.1%	39 91.2%	38 95.3%	43 100.0%
	DK/NA	1 .2%	0 .0%	1 .6%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	B				a
	No		A			a
	DK/NA	a		a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	527	78	19	322	65	17
	Yes	61	3	2	52	4	0
		11.5%	4.2%	8.1%	16.1%	6.5%	.0%
	No	465	75	17	270	60	17
		88.3%	95.8%	91.9%	83.6%	93.5%	100.0%
DK/NA	1	0	0	1	0	0	
	.2%	.0%	.0%	.3%	.0%	.0%	

		Shift
		Switch to DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Total	26
	Yes	0
		.0%
	No	26
	100.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions ^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes			A		a
	No	C				a
	DK/NA	a	a		a	a

Comparisons of Column Proportions ^{b,c}

		Shift
		Switch to DK/NA
19. Have you flown out of the Truckee Tahoe Airport within the past year?	Yes	a
	No	a
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
20. Have you visited the airport for non-aviation reasons?	Total	527	527
	Yes	398	398
		75.5%	75.5%
	No	128	128
	24.3%	24.3%	
DK/NA	1	1	
	.2%	.2%	

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
20. Have you visited the airport for non-aviation reasons?	Yes	.
	No	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
20. Have you visited the airport for non-aviation reasons?	Total	527	284	240	3
	Yes	398	217	180	2
		75.5%	76.2%	74.9%	65.1%
	No	128	67	60	1
		24.3%	23.5%	25.1%	34.9%
DK/NA	1	1	0	0	
	.2%	.3%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
20. Have you visited the airport for non-aviation reasons?	Yes		a	a
	No			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
20. Have you visited the airport for non-aviation reasons?	Total	527	77	101	110	162	70	7
	Yes	398	67	74	84	110	58	4
	No	128	10	27	26	51	12	2
	DK/NA	1	0	0	0	1	0	0
		.2%	.0%	.0%	.0%	.6%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
20. Have you visited the airport for non-aviation reasons?	Yes	D					
	No	a	a	a	A	a	a
	DK/NA	.	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
20. Have you visited the airport for non-aviation reasons?	Total	527	19	60	14	21	33	21	31	6	19
	Yes	398	17	51	13	20	26	18	22	6	11
	No	128	2	9	1	1	8	3	8	0	9
	DK/NA	1	0	0	0	0	0	0	1	0	0
		.2%	.0%	.0%	.0%	.0%	.0%	.0%	3.0%	.0%	.0%

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
20. Have you visited the airport for non-aviation reasons?	Total	5	9	26	49	43	19	42	13	4
	Yes	3	8	18	30	37	14	23	6	4
	No	2	1	8	19	6	5	20	6	0
	DK/NA	0	0	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Date			
		June 14	June 15	June 16	June 17
20. Have you visited the airport for non-aviation reasons?	Total	9	3	5	76
	Yes	3	2	3	63
	No	6	0	1	13
	DK/NA	0	0	0	0
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
20. Have you visited the airport for non-aviation reasons?	Yes								a	
	No	a	a	a	a	a	a		a	a
	DK/NA	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Date									
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	
20. Have you visited the airport for non-aviation reasons?	Yes										
	No	a	a	a	a	a	a	a	a	a	
	DK/NA	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Date			
		June 14	June 15	June 16	June 17
		(S)	(T)	(U)	(V)
20. Have you visited the airport for non-aviation reasons?	Yes				
	No	a	a	a	a
	DK/NA	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
20. Have you visited the airport for non-aviation reasons?	Total	527	10	18	11	12	72	53	19	14	11
	Yes	398	5	11	1	5	39	34	14	11	11
	No	128	5	7	10	7	33	18	5	3	0
	DK/NA	1	0	0	0	0	0	0	0	0	0
			.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Zip Code	
		96161	96162
20. Have you visited the airport for non-aviation reasons?	Total	301	7
	Yes	261	7
	No	39	0
	DK/NA	1	0
			.3%

Comparisons of Column Proportions^{b,c}

		Zip Code									
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
20. Have you visited the airport for non-aviation reasons?	Yes										
	No	J	a	F G H I ...	J	J	J	C	C	C	A C D ...
	DK/NA	a	a	a	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Zip Code
		96162
		(K)
20. Have you visited the airport for non-aviation reasons?	Yes	C
	No	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
20. Have you visited the airport for non-aviation reasons?	Total	319	2	26	24	7	70	7
	Yes	279	2	14	23	7	63	6
	No	39	0	11	1	0	7	0
	DK/NA	1	0	0	0	0	0	0
			.3%	.0%	.0%	.0%	.0%	.0%

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
20. Have you visited the airport for non-aviation reasons?	Total	7	6	2	13	42	24
	Yes	7	6	2	13	35	22
	No	1	0	0	1	6	1
	DK/NA	0	0	0	0	0	0
			.0%	.0%	.0%	.0%	.0%

		Neighborhood		
		Tahoe Donner	Other	DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	58	26	5
	Yes	48	24	5
	No	8	2	0
	DK/NA	1	0	0
			1.6%	.0%

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
20. Have you visited the airport for non-aviation reasons?	Yes	a			a	B	
	No	a	E		a	a	
	DK/NA	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
		(G)	(H)	(I)	(J)	(K)
20. Have you visited the airport for non-aviation reasons?	Yes			a		
	No	a	a	a	a	a
	DK/NA	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
		(L)	(M)	(N)	(O)
20. Have you visited the airport for non-aviation reasons?	Yes				
	No	a		a	a
	DK/NA	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
20. Have you visited the airport for non-aviation reasons?	Total	527	19	66	142	92	81
	Yes	398	19	49	110	67	64
		75.5%	100.0%	75.2%	77.1%	72.6%	79.1%
	No	128	0	16	33	25	16
	24.3%	.0%	24.8%	22.9%	27.4%	19.8%	
DK/NA	1	0	0	0	0	1	
	.2%	.0%	.0%	.0%	.0%	1.2%	

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	48	76	3
	Yes	34	52	3
		69.8%	69.2%	100.0%
	No	15	23	0
	30.2%	30.8%	.0%	
DK/NA	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes					
	No	a	a	a	a	
	DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
20. Have you visited the airport for non-aviation reasons?	Yes			a
	No			a
	DK/NA	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	154	369	4
	Yes	398	101	296	2
		75.5%	65.4%	80.3%	36.0%
	No	128	53	72	3
	24.3%	34.6%	19.5%	64.0%	
DK/NA	1	0	1	0	
	.2%	.0%	.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
20. Have you visited the airport for non-aviation reasons?	Yes		A	
	No	B		a
	DK/NA	a		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
20. Have you visited the airport for non-aviation reasons?	Total	369	365	3
	Yes	296	294	2
		80.3%	80.4%	70.0%
	No	72	71	1
	19.5%	19.4%	30.0%	
DK/NA	1	1	0	
	.3%	.3%	.0%	

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
20. Have you visited the airport for non-aviation reasons?	Yes		
	No		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
20. Have you visited the airport for non-aviation reasons?	Total	527	2	2	8	397	96
	Yes	398	2	1	5	311	64
	No	128	0	1	3	84	33
	DK/NA	1	0	0	0	1	0
		.2%	.0%	.0%	.0%	.2%	.0%

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	1	1	7	14
	Yes	1	1	5	10
	No	0	0	3	4
	DK/NA	0	0	0	0
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
20. Have you visited the airport for non-aviation reasons?	Yes	a,b	a				a,b
	No	a,b	a				a,b
	DK/NA	a,b	a,b	b		b	a,b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
20. Have you visited the airport for non-aviation reasons?	Yes	a		
	No	a		
	DK/NA	a,b	b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
20. Have you visited the airport for non-aviation reasons?	Total	287	279	9
	Yes	249	241	9
	No	37	37	0
	DK/NA	1	1	0
		.3%	.3%	.0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
20. Have you visited the airport for non-aviation reasons?	Yes		
	No		
	DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
20. Have you visited the airport for non-aviation reasons?	Total	287	2	26	24	7	70	7
	Yes	249	2	14	23	7	63	7
		86.7%	100.0%	56.3%	95.8%	100.0%	90.0%	90.1%
	No	37	0	11	1	0	7	1
		12.9%	.0%	43.7%	4.2%	.0%	10.0%	9.9%
DK/NA	1	0	0	0	0	0	0	
		.3%	.0%	.0%	.0%	.0%	.0%	

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
20. Have you visited the airport for non-aviation reasons?	Total	6	13	42	24	58	9	
	Yes	6	13	35	22	48	9	
		96.7%	94.6%	84.8%	95.2%	83.7%	95.9%	
	No	0	1	6	1	8	0	
		3.3%	5.4%	15.2%	4.8%	14.7%	4.1%	
DK/NA	0	0	0	0	1	0		
		.0%	.0%	.0%	.0%	1.6%		

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
20. Have you visited the airport for non-aviation reasons?	Yes	a			a	B	
	No	a	E		a		
	DK/NA	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
		(G)	(H)	(I)	(J)	(K)	(L)	
20. Have you visited the airport for non-aviation reasons?	Yes							
	No							
	DK/NA	a	a	a	a		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	18	276	133	100
	Yes	398	11	227	90	70
		75.5%	61.3%	82.3%	67.8%	69.7%
	No	128	6	49	43	30
		24.3%	33.5%	17.7%	32.2%	30.3%
DK/NA	1	1	0	0	0	
		.2%	5.1%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
20. Have you visited the airport for non-aviation reasons?	Yes		C D		
	No			B _a	B _a
	DK/NA	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	66	99	163	123	77
	Yes	398	43	66	134	96	59
		75.5%	65.6%	67.2%	82.4%	77.7%	76.9%
	No	128	23	32	29	27	18
		24.3%	34.4%	32.8%	17.6%	21.5%	23.1%
DK/NA	1	0	0	0	1	0	
		.2%	.0%	.0%	.8%	.0%	

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes			B		
	No		C _a			
	DK/NA	a	a	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	82	172	132	88	53
	Yes	398	54	128	106	75	36
		75.5%	65.5%	74.4%	80.1%	85.0%	67.7%
	No	128	28	44	25	13	17
	DK/NA	1	0	0	1	0	0
	.2%	.0%	.0%	.7%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes				A	
	No	D				
	DK/NA	a	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	232	221	33	10	32
	Yes	398	180	166	29	6	17
		75.5%	77.5%	75.3%	87.9%	67.1%	52.4%
	No	128	52	54	4	3	15
	DK/NA	1	0	1	0	0	0
	.2%	.0%	.4%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes			E		
	No	E				A C
	DK/NA	a		a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	61	465	1
	Yes	398	43	355	0
		75.5%	71.2%	76.3%	.0%
	No	128	17	109	1
	DK/NA	1	0	1	0
	.2%	.0%	.2%	.0%	

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
20. Have you visited the airport for non-aviation reasons?	Yes			a,b
	No			a,b
	DK/NA	.b		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	398	128	1
	Yes	398	398	0	0
		75.5%	100.0%	.0%	.0%
	No	128	0	128	0
	DK/NA	1	0	0	1
	.2%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
20. Have you visited the airport for non-aviation reasons?	Yes	a	a	a,b
	No	a	a	a,b
	DK/NA	a	a	a,b
		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	160	188	60	30	89
	Yes	398	138	142	36	14	67
		75.5%	86.6%	75.6%	59.9%	47.1%	75.8%
	No	128	21	46	24	16	22
		24.3%	12.9%	24.4%	40.1%	52.9%	24.2%
DK/NA	1	1	0	0	0	0	
	.2%	.6%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes	C D	D	A	A B E	D
	No		a	a	a	a
	DK/NA		.	.	.	.
		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	527	205	195	43	40	43
	Yes	398	182	142	30	20	24
		75.5%	88.7%	72.9%	68.5%	48.9%	56.6%
	No	128	23	52	14	21	19
		24.3%	11.3%	26.6%	31.5%	51.1%	43.4%
DK/NA	1	0	1	0	0	0	
	.2%	.0%	.5%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes	B C D E	D	A	A B	A
	No		A	a	a	a
	DK/NA		.	.	.	.
		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
20. Have you visited the airport for non-aviation reasons?	Total	527	78	19	322	65	17
	Yes	398	58	13	267	37	11
		75.5%	73.5%	66.4%	82.8%	56.9%	68.9%
	No	128	21	6	54	28	5
		24.3%	26.5%	33.6%	16.9%	43.1%	31.1%
DK/NA	1	0	0	1	0	0	
	.2%	.0%	.0%	.3%	.0%	.0%	

		Shift
		Switch to DK/NA
20. Have you visited the airport for non-aviation reasons?	Total	26
	Yes	13
		48.8%
	No	14
	51.2%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions ^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
20. Have you visited the airport for non-aviation reasons?	Yes			DF		
	No				C _a	
	DK/NA	. _a	. _a		.	. _a

Comparisons of Column Proportions ^{b,c}

		Shift
		Switch to DK/NA
		(F)
20. Have you visited the airport for non-aviation reasons?	Yes	
	No	C _a
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
21. For what reasons did you visit the airport?		
Total	398	398
Airport 50th Anniversary events	10	10
	2.5%	2.5%
Airshow	78	78
	19.5%	19.5%
Business meeting/Community meeting/Meetings	86	86
	21.6%	21.6%
Directions	0	0
	.1%	.1%
Food	190	190
	47.8%	47.8%
Just to see it/curiosity	43	43
	10.8%	10.8%
Parking	10	10
	2.5%	2.5%
Pick-up or drop-off others	43	43
	10.9%	10.9%
Rental car	22	22
	5.6%	5.6%
Restroom	8	8
	2.1%	2.1%
Work there	8	8
	2.0%	2.0%
Took a flight	3	3
	.8%	.8%
Playground/Little league/Batting cages	27	27
	6.8%	6.8%
Community event	26	26
	6.5%	6.5%
Government offices	3	3
	.7%	.7%
Christmas/Santa event	15	15
	3.8%	3.8%
Family event	2	2
	.4%	.4%
Skydiving	0	0
	.1%	.1%
Other	42	42
	10.5%	10.5%
Not sure/DK/NA	0	0
	.1%	.1%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	.
	Airshow	.
	Business meeting/Community meeting/Meetings	.
	Directions	.
	Food	.
	Just to see it/curiosity	.
	Parking	.
	Pick-up or drop-off others	.
	Rental car	.
	Restroom	.
	Work there	.
	Took a flight	.
	Playground/Little league/Batting cages	.
	Community event	.
	Government offices	.
	Christmas/Santa event	.
	Family event	.
	Skydiving	.
Other	.	
Not sure/DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	398	217	180	2
Airport 50th Anniversary events	10 2.5%	5 2.5%	4 2.4%	0 .0%
Airshow	78 19.5%	42 19.3%	36 19.8%	0 .0%
Business meeting/Community meeting/Meetings	86 21.6%	40 18.3%	46 25.4%	1 41.3%
Directions	0 .1%	0 .2%	0 .0%	0 .0%
Food	190 47.8%	114 52.7%	76 42.5%	0 .0%
Just to see it/curiosity	43 10.8%	30 14.0%	13 7.0%	0 .0%
Parking	10 2.5%	8 3.5%	2 1.2%	0 .0%
Pick-up or drop-off others	43 10.9%	21 9.7%	21 11.8%	1 58.7%
Rental car	22 5.6%	15 6.9%	7 4.2%	0 .0%
Restroom	8 2.1%	6 2.6%	3 1.5%	0 .0%
Work there	8 2.0%	4 1.9%	4 2.0%	0 .0%
Took a flight	3 .8%	1 .7%	2 .9%	0 .0%
Playground/Little league/Batting cages	27 6.8%	11 5.0%	16 9.1%	0 .0%
Community event	26 6.5%	14 6.3%	12 6.9%	0 .0%
Government offices	3 .7%	2 1.0%	0 .3%	0 .0%
Christmas/Santa event	15 3.8%	0 .2%	15 8.2%	0 .0%
Family event	2 .4%	2 .7%	0 .1%	0 .0%
Skydiving	0 .1%	0 .1%	0 .0%	0 .0%
Other	42 10.5%	18 8.4%	24 13.2%	0 .0%
Not sure/DK/NA	0 .1%	0 .1%	0 .0%	0 .0%

Comparisons of Column Proportions^{c,d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events			a, b
	Airshow			a, b
	Business meeting/Community meeting/Meetings			a
	Directions		.b	a, b
	Food	B		a, b
	Just to see it/curiosity	B		a, b
	Parking			a, b
	Pick-up or drop-off others			a
	Rental car			a, b
	Restroom			a, b
	Work there			a, b
	Took a flight			a, b
	Playground/Little league/Batting cages			a, b
	Community event			a, b
	Government offices			a, b
	Christmas/Santa event		A	a, b
	Family event			a, b
	Skydiving		.b	a, b
	Other			a, b
	Not sure/DK/NA		.b	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age					Not coded
		18-29	30-39	40-49	50-64	65+	
Total	398	67	74	84	110	58	4
Airport 50th Anniversary events	10	0	1	2	2	1	3
	2.5%	.0%	1.7%	2.3%	2.0%	2.1%	72.8%
Airshow	78	8	20	8	18	20	4
	19.5%	11.3%	27.6%	9.7%	16.3%	34.2%	81.4%
Business meeting/Community meeting/Meetings	86	7	8	19	34	17	0
	21.6%	11.0%	11.1%	23.0%	30.6%	29.9%	.0%
Directions	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.7%	.0%
Food	190	38	46	45	38	22	1
	47.8%	57.3%	62.4%	53.3%	35.0%	37.1%	13.3%
Just to see it/curiosity	43	12	1	6	18	5	0
	10.8%	18.3%	1.4%	7.6%	16.5%	8.7%	.0%
Parking	10	0	2	1	0	6	0
	2.5%	.0%	2.9%	1.4%	.0%	11.0%	.0%
Pick-up or drop-off others	43	5	8	9	10	8	4
	10.9%	8.0%	10.4%	10.5%	9.1%	13.8%	81.4%
Rental car	22	4	1	5	6	6	0
	5.6%	5.5%	1.5%	6.4%	5.5%	10.7%	.0%
Restroom	8	0	0	0	3	6	0
	2.1%	.0%	.0%	.0%	2.4%	9.6%	.0%
Work there	8	0	2	1	2	2	0
	2.0%	.0%	2.9%	1.5%	2.2%	3.5%	.0%
Took a flight	3	0	1	1	1	0	0
	.8%	.0%	.8%	1.2%	1.3%	.0%	.0%
Playground/Little league/Batting cages	27	1	13	9	3	1	0
	6.8%	.8%	17.9%	11.0%	2.4%	2.5%	.0%
Community event	26	0	5	14	6	1	0
	6.5%	.0%	7.3%	16.1%	5.6%	1.4%	.0%
Government offices	3	0	0	1	1	0	0
	.7%	.0%	.0%	1.5%	1.2%	.4%	.0%
Christmas/Santa event	15	7	7	0	0	1	0
	3.8%	10.6%	9.8%	.0%	.0%	1.1%	.0%
Family event	2	0	0	1	0	1	0
	.4%	.0%	.0%	1.5%	.0%	.9%	.0%
Skydiving	0	0	0	0	0	0	0
	.1%	.0%	.0%	.3%	.0%	.0%	.0%
Other	42	12	12	4	9	5	0
	10.5%	17.1%	15.8%	4.9%	8.6%	8.6%	.0%
Not sure/DK/NA	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	5.3%

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.	.	.	.	BCDE
	Airshow	.	.	.	.	AC	ACD
	Business meeting/Community meeting/Meetings	.	.	.	AB	.	a
	Directions	a	a	a	a	.	a
	Food	.	D	.	.	.	a
	Just to see it/curiosity	B	a	.	B	.	a
	Parking	a	.	.	.	C	a
	Pick-up or drop-off others	.	.	.	.	.	ABCDE
	Rental car	.	.	.	.	.	a
	Restroom	a	a	a	.	D	a
	Work there	a	.	.	.	.	a
	Took a flight	a	.	.	.	a	a
	Playground/Little league/Batting cages	.	AD	.	.	.	a
	Community event	a	.	E	.	.	a
	Government offices	a	a	.	.	.	a
	Christmas/Santa event	a	a	a	a	.	a
	Family event	a	a	.	a	a	a
	Skydiving	a	a	.	a	a	a
	Other	a	.	.	.	.	a
	Not sure/DK/NA	a	a	a	a	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date					
		May 26	May 27	May 28	May 29	May 30	May 31
Total	398	17	51	13	20	26	18
Airport 50th Anniversary events	10	0	0	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%	.0%
Airshow	78	2	7	0	3	1	7
	19.5%	13.4%	13.6%	.0%	14.8%	2.8%	37.8%
Business meeting/Community meeting/Meetings	86	3	9	3	4	12	1
	21.6%	18.1%	16.6%	24.2%	21.1%	44.9%	7.7%
Directions	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	2.4%
Food	190	13	31	2	8	14	8
	47.8%	78.2%	60.7%	13.2%	37.2%	54.2%	45.5%
Just to see it/curiosity	43	2	8	0	2	1	0
	10.8%	9.1%	14.6%	.0%	9.2%	3.6%	.0%
Parking	10	0	1	1	0	0	6
	2.5%	.0%	2.1%	9.6%	.0%	.0%	31.7%
Pick-up or drop-off others	43	0	4	0	3	0	6
	10.9%	.0%	6.9%	.0%	16.8%	1.9%	31.7%
Rental car	22	2	2	1	2	1	6
	5.6%	10.3%	4.4%	6.2%	7.6%	2.8%	31.7%
Restroom	8	0	0	0	0	2	6
	2.1%	.0%	.0%	.0%	.0%	7.6%	31.7%
Work there	8	1	0	0	1	0	0
	2.0%	6.4%	.0%	.0%	6.1%	.0%	.0%
Took a flight	3	0	1	0	0	0	0
	.8%	.0%	2.8%	.0%	.0%	.0%	.0%
Playground/Little league/Batting cages	27	5	4	1	2	1	0
	6.8%	30.0%	8.4%	7.4%	11.2%	5.2%	.0%
Community event	26	1	4	7	0	1	1
	6.5%	5.8%	6.9%	56.8%	.0%	4.6%	6.3%
Government offices	3	0	0	0	0	2	0
	.7%	.0%	.0%	.0%	.0%	5.9%	.0%
Christmas/Santa event	15	0	1	0	0	0	7
	3.8%	.0%	2.1%	1.7%	.0%	.0%	40.6%
Family event	2	0	2	0	0	0	0
	.4%	.0%	3.4%	.0%	.0%	.0%	.0%
Skydiving	0	0	0	0	0	0	0
	.1%	.0%	.5%	.0%	.0%	.0%	.0%
Other	42	0	1	0	1	1	0
	10.5%	2.5%	1.4%	1.7%	6.7%	5.1%	.0%
Not sure/DK/NA	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Date						
	June 1	June 2	June 3	June 4	June 5	June 7	June 8
Total	22	6	11	3	8	18	30
Airport 50th Anniversary events	0	0	3	0	1	0	2
	.0%	.0%	26.9%	13.5%	15.5%	.0%	5.6%
Airshow	5	1	1	1	3	1	16
	23.0%	11.7%	12.6%	20.5%	43.4%	8.0%	53.7%
Business meeting/Community meeting/Meetings	4	2	1	0	1	2	8
	17.8%	34.6%	10.7%	7.0%	16.3%	11.5%	27.5%
Directions	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Food	17	5	2	2	1	10	10
	75.5%	80.3%	17.2%	72.6%	16.3%	53.0%	32.1%
Just to see it/curiosity	1	0	1	0	2	7	1
	4.2%	.0%	8.7%	6.9%	27.2%	37.9%	3.9%
Parking	1	0	0	0	0	0	0
	4.9%	.0%	3.9%	.0%	.0%	.0%	.0%
Pick-up or drop-off others	3	0	3	0	0	1	5
	14.9%	.0%	26.9%	13.5%	.0%	7.2%	17.0%
Rental car	1	1	0	0	0	0	1
	3.7%	11.7%	.0%	.0%	.0%	.0%	4.1%
Restroom	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Work there	0	0	0	0	0	2	0
	.0%	.0%	.0%	.0%	5.2%	9.2%	.0%
Took a flight	0	0	0	0	0	0	1
	.0%	.0%	.0%	.0%	.0%	.0%	1.9%
Playground/Little league/Batting cages	10	1	0	0	0	0	0
	44.3%	17.3%	3.9%	.0%	.0%	.0%	.0%
Community event	0	1	0	0	1	1	0
	.0%	17.3%	.0%	.0%	9.2%	5.2%	.0%
Government offices	0	0	0	0	1	0	0
	.0%	.0%	.0%	.0%	15.5%	.0%	.0%
Christmas/Santa event	6	0	0	0	0	0	0
	28.2%	.0%	3.9%	.0%	.0%	.0%	.0%
Family event	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Skydiving	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Other	0	0	3	0	0	1	6
	.0%	.0%	26.8%	.0%	.0%	3.4%	20.9%
Not sure/DK/NA	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Date					
	June 9	June 10	June 11	June 12	June 13	June 14
Total	37	14	23	6	4	3
Airport 50th Anniversary events	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Airshow	5	9	0	0	0	0
	12.9%	65.0%	1.3%	.0%	.0%	.0%
Business meeting/Community meeting/Meetings	7	1	7	1	0	0
	19.0%	9.0%	31.8%	11.9%	.0%	.0%
Directions	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Food	18	3	11	2	0	3
	48.6%	18.4%	50.1%	27.1%	.0%	78.7%
Just to see it/curiosity	0	1	6	0	0	0
	.0%	9.4%	24.4%	.0%	7.6%	.0%
Parking	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Pick-up or drop-off others	1	0	3	0	0	1
	2.4%	.0%	13.5%	.0%	.0%	21.3%
Rental car	0	0	0	1	0	1
	.0%	.0%	.0%	13.4%	.0%	31.6%
Restroom	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Work there	0	1	0	2	0	0
	.0%	5.1%	.0%	26.8%	.0%	.0%
Took a flight	1	0	0	0	0	0
	2.8%	.0%	.0%	.0%	.0%	.0%
Playground/Little league/Batting cages	1	1	0	0	0	0
	3.4%	5.1%	.0%	.0%	.0%	.0%
Community event	7	1	0	0	0	1
	19.9%	6.4%	.0%	.0%	.0%	31.6%
Government offices	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Christmas/Santa event	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Family event	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Skydiving	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
Other	7	1	5	4	4	0
	19.5%	4.3%	20.3%	71.4%	92.4%	.0%
Not sure/DK/NA	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Date		
	June 15	June 16	June 17
Total	2	3	63
Airport 50th Anniversary events	0	0	4
	.0%	.0%	5.7%
Airshow	0	0	14
	.0%	10.7%	22.8%
Business meeting/Community meeting/Meetings	0	1	18
	.0%	42.4%	28.0%
Directions	0	0	0
	.0%	.0%	.0%
Food	0	0	32
	.0%	.0%	51.9%
Just to see it/curiosity	0	0	12
	.0%	.0%	18.7%
Parking	0	0	0
	.0%	.0%	.7%
Pick-up or drop-off others	2	0	10
	100.0%	.0%	16.6%
Rental car	0	0	5
	.0%	.0%	8.2%
Restroom	0	0	1
	.0%	.0%	1.2%
Work there	0	0	1
	.0%	.0%	1.7%
Took a flight	0	0	0
	.0%	.0%	.0%
Playground/Little league/Batting cages	0	0	0
	.0%	.0%	.0%
Community event	0	0	0
	.0%	.0%	.0%
Government offices	0	0	0
	.0%	.0%	.0%
Christmas/Santa event	0	0	0
	.0%	.0%	.0%
Family event	0	0	0
	.0%	.0%	.0%
Skydiving	0	0	0
	.0%	.0%	.0%
Other	0	2	6
	.0%	46.8%	9.3%
Not sure/DK/NA	0	0	0
	.0%	.0%	.4%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Date						
		May 26	May 27	May 28	May 29	May 30	May 31	June 1
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.	a	a	a	a	a
	Airshow	.	.	a	.	.	.	.
	Business meeting/Community meeting/Meetings	.	.	.	.	.	.	.
	Directions	a	a	a	a	a	.	a
	Food	.	.	.	.	.	.	.
	Just to see it/curiosity	a	.	.	a	a	.	.
	Parking	a	.	a	.	.	B V	.
	Pick-up or drop-off others	.	.	.	.	.	.	.
	Rental car	a	a	a	a	.	V	a
	Restroom	.	a	a	.	a	a	a
	Work there	.	.	.	.	.	.	.
	Took a flight	a	.	a	a	a	a	a
	Playground/Little league/Batting cages	.	.	.	.	.	.	B N
	Community event	a	a	B E	a	.	.	a
	Government offices	.	.	.	.	.	.	.
	Christmas/Santa event	a	.	.	a	a	B	B
	Family event	a	.	.	a	a	a	a
	Skydiving	.	.	.	.	.	.	a
	Other	.	.	.	.	.	.	a
	Not sure/DK/NA	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date						
		June 2	June 3	June 4	June 5	June 7	June 8	June 9
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	B			a		a
	Airshow						B E P	
	Business meeting/Community meeting/Meetings							
	Directions	a	a	a	a	a	a	a
	Food							
	Just to see it/curiosity	a				N		
	Parking	a		a	a	a	a	a
	Pick-up or drop-off others							
	Rental car							
	Restroom	a	a	a	a	a	a	a
	Work there	a	a	a			a	a
	Took a flight	a			a	a		
	Playground/Little league/Batting cages				a	a		
	Community event							
	Government offices	a	a	a		a	a	a
	Christmas/Santa event	a			a	a	a	a
	Family event	a	a	a	a	a	a	a
	Skydiving	a	a	a	a	a	a	a
	Other	a						
	Not sure/DK/NA	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date					
		June 10	June 11	June 12	June 13	June 14	June 15
		(O)	(P)	(Q)	(R)	(S)	(T)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	a	a	a	a	a
	Airshow	B E N P		a		a	a
	Business meeting/Community meeting/Meetings				a	a	a
	Directions	a	a	a	a	a	a
	Food						
	Just to see it/curiosity						
	Parking	a	a	a	a	a	a
	Pick-up or drop-off others	a		a	a		a
	Rental car	a	a		a		a
	Restroom	a	a	a	a	a	a
	Work there		a		a	a	a
	Took a flight	a	a	a	a	a	a
	Playground/Little league/Batting cages						
	Community event						
	Government offices	a	a	a	a	a	a
	Christmas/Santa event	a	a	a	a	a	a
	Family event	a	a	a	a	a	a
	Skydiving	a	a	a	a	a	a
	Other			ABELV	ABCDELO	a	a
	Not sure/DK/NA	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date	
		June 16	June 17
		(U)	(V)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.
	Airshow	.	.
	Business meeting/Community meeting/Meetings	.	.
	Directions	a	a
	Food	a	.
	Just to see it/curiosity	.	.
	Parking	a	.
	Pick-up or drop-off others	.	.
	Rental car	a	.
	Restroom	a	.
	Work there	.	.
	Took a flight	.	a
	Playground/Little league/Batting cages	.	a
	Community event	.	a
	Government offices	.	a
	Christmas/Santa event	.	a
	Family event	.	a
	Skydiving	.	.
	Other	B	a
	Not sure/DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Zip Code						
		95728	96140	96141	96142	96143	96145	96146
Total	398	5	11	1	5	39	34	14
Airport 50th Anniversary events	10	1	0	0	3	2	0	1
	2.5%	26.0%	.0%	.0%	67.4%	5.6%	.0%	5.2%
Airshow	78	1	2	0	3	10	4	1
	19.5%	19.6%	16.5%	49.8%	67.4%	24.7%	10.4%	5.2%
Business meeting/Community meeting/Meetings	86	1	1	0	2	5	4	5
	21.6%	13.0%	10.5%	50.2%	13.5%	10.7%	10.7%	34.7%
Directions	0	0	0	0	0	0	0	0
	.1%	.0%	.0%	.1%	.0%	.0%	.0%	.0%
Food	190	2	4	0	0	14	10	4
	47.8%	41.4%	31.5%	.0%	.0%	35.5%	28.7%	31.1%
Just to see it/curiosity	43	0	0	0	0	9	12	3
	10.8%	.0%	3.9%	.0%	.0%	22.6%	34.3%	24.2%
Parking	10	0	0	0	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Pick-up or drop-off others	43	2	1	0	3	4	3	4
	10.9%	39.3%	9.8%	.0%	67.4%	11.5%	10.0%	29.4%
Rental car	22	0	1	0	0	0	4	0
	5.6%	.0%	11.2%	.0%	.0%	.0%	11.7%	.0%
Restroom	8	0	0	0	0	2	0	0
	2.1%	.0%	.0%	.0%	.0%	5.1%	.0%	.0%
Work there	8	0	0	0	0	2	0	0
	2.0%	.0%	.0%	.0%	.0%	4.2%	.0%	.0%
Took a flight	3	0	0	0	0	0	1	1
	.8%	.0%	.0%	.0%	.0%	.0%	1.5%	4.1%
Playground/Little league/Batting cages	27	0	0	0	0	0	2	1
	6.8%	.0%	.0%	.0%	.0%	.0%	4.9%	5.2%
Community event	26	0	0	0	0	4	1	0
	6.5%	.0%	.0%	.0%	.0%	11.5%	2.7%	.0%
Government offices	3	0	0	0	0	0	0	0
	.7%	.0%	.0%	.0%	.0%	.0%	.8%	.6%
Christmas/Santa event	15	0	0	0	0	0	0	0
	3.8%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Family event	2	0	0	0	0	0	0	0
	.4%	.0%	.0%	.0%	.0%	.0%	.9%	.0%
Skydiving	0	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Other	42	0	4	0	0	7	3	0
	10.5%	.0%	33.2%	.0%	.0%	18.6%	10.0%	.0%
Not sure/DK/NA	0	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

	Zip Code			
	96148	96160	96161	96162
Total	11	11	261	7
Airport 50th Anniversary events	0	0	3	0
	.0%	.0%	1.0%	.0%
Airshow	2	4	52	0
	15.5%	37.1%	19.8%	.0%
Business meeting/Community meeting/Meetings	2	0	67	0
	14.4%	.0%	25.7%	.0%
Directions	0	0	0	0
	.0%	.0%	.2%	.0%
Food	9	0	148	0
	77.6%	.0%	56.9%	.1%
Just to see it/curiosity	0	0	19	0
	.0%	.0%	7.1%	.0%
Parking	0	0	10	0
	.0%	.0%	3.7%	.0%
Pick-up or drop-off others	1	2	22	0
	12.6%	18.2%	8.4%	.0%
Rental car	0	0	17	0
	.0%	.0%	6.6%	.0%
Restroom	0	0	6	0
	.0%	.0%	2.4%	.0%
Work there	0	0	6	0
	.0%	.0%	2.4%	.0%
Took a flight	0	0	2	0
	.0%	.0%	.8%	.0%
Playground/Little league/Batting cages	6	0	18	0
	55.6%	.0%	7.1%	.0%
Community event	0	5	16	0
	.0%	44.7%	6.1%	.0%
Government offices	0	0	2	0
	.0%	.0%	.9%	.0%
Christmas/Santa event	6	0	2	7
	55.6%	.0%	.7%	99.9%
Family event	0	0	1	0
	.0%	.0%	.6%	.0%
Skydiving	0	0	0	0
	.0%	.0%	.1%	.0%
Other	0	0	27	0
	.0%	.0%	10.5%	.0%
Not sure/DK/NA	0	0	0	0
	.0%	.0%	.1%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{c,d}

	Zip Code							
	95728	96140	96141	96142	96143	96145	96146	96148
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
Airport 50th Anniversary events	J	a	a,b	E I J		a		a
Airshow			.b					
Business meeting/Community meeting/Meetings			.b					
Directions	a	a	.b	a	a	a	a	a
Food			a,b	a				I K a
Just to see it/curiosity	a		a,b	a	J	J	a	a
Parking	a	a	a,b	a	a	a	a	a
Pick-up or drop-off others			.a,b	J				a
Rental car	a		a,b	a	a			a
Restroom	a	a	a,b	a		a	a	a
Work there	a	a	a,b	a		a	a	a
Took a flight	a	a	a,b	a	a			a
Playground/Little league/Batting cages	a	a	a,b	a	a			F G J
Community event	a	a	a,b	a	a		a	a
Government offices	a	a	a,b	a	a		a	a
Christmas/Santa event	a	a	a,b	a	a	a	a	J a
Family event	a	a	a,b	a	a	a	a	a
Skydiving	a	a	a,b	a	a	a	a	a
Other	a	a	a,b	a	a	a	a	a
Not sure/DK/NA	a	a	a,b	a	a	a	a	a

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{c,d}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events			a
	Airshow			.
	Business meeting/Community meeting/Meetings			a
	Directions	a		a
	Food		I	a
	Just to see it/curiosity			a
	Parking	a		.
	Pick-up or drop-off others			.
	Rental car			a
	Restroom	a		a
	Work there	a		a
	Took a flight	a		a
	Playground/Little league/Batting cages	a		a
	Community event	F J		a
	Government offices	a		a
	Christmas/Santa event	a		J
	Family event	a		a
	Skydiving	a		a
	Other	a		a
	Not sure/DK/NA	a		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Neighborhood				
		Alder	Donner Lake	Downtown	Gateway	Glenshire
Total	279	2	14	23	7	63
Airport 50th Anniversary events	3	0	0	0	0	0
	.9%	.0%	.0%	.0%	.0%	.0%
Airshow	56	0	1	0	0	11
	20.0%	10.2%	5.8%	.0%	.0%	17.1%
Business meeting/Community meeting/Meetings	67	1	7	0	0	24
	24.1%	69.9%	46.2%	.0%	.0%	37.7%
Directions	0	0	0	0	0	0
	.1%	.0%	2.9%	.0%	.0%	.0%
Food	148	0	3	10	5	30
	53.2%	10.2%	22.2%	43.9%	76.4%	47.2%
Just to see it/curiosity	19	0	0	6	1	2
	6.7%	.0%	2.9%	28.3%	13.3%	3.2%
Parking	10	0	1	0	0	1
	3.5%	.0%	8.3%	.0%	.0%	2.4%
Pick-up or drop-off others	24	0	2	1	0	7
	8.6%	.0%	13.4%	3.2%	.0%	11.1%
Rental car	17	0	0	0	4	2
	6.2%	.0%	.0%	.0%	52.7%	3.2%
Restroom	6	0	0	0	1	0
	2.3%	.0%	.0%	.0%	10.4%	.0%
Work there	6	0	0	0	0	1
	2.2%	.0%	.0%	.0%	.0%	2.1%
Took a flight	2	0	0	0	0	1
	.7%	.0%	.0%	.0%	.0%	1.6%
Playground/Little league/Batting cages	18	0	0	0	0	7
	6.6%	19.9%	.0%	.0%	.0%	11.6%
Community event	21	0	0	5	0	11
	7.4%	.0%	2.9%	21.2%	.0%	17.4%
Government offices	2	0	0	0	0	0
	.9%	.0%	1.5%	.0%	.0%	.0%
Christmas/Santa event	9	0	0	7	0	1
	3.2%	19.9%	.0%	31.7%	.0%	1.7%
Family event	1	0	0	0	0	0
	.5%	.0%	.0%	.0%	.0%	.0%
Skydiving	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%
Other	27	0	2	0	0	5
	9.8%	.0%	10.7%	.0%	.0%	7.7%
Not sure/DK/NA	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
Total	6	7	6	2
Airport 50th Anniversary events	0	0	0	0
	.0%	6.2%	.0%	.0%
Airshow	1	7	1	0
	16.6%	100.0%	13.2%	.0%
Business meeting/Community meeting/Meetings	2	0	2	1
	26.8%	.0%	26.5%	39.0%
Directions	0	0	0	0
	.0%	.0%	.0%	.0%
Food	5	0	4	1
	88.2%	.0%	59.5%	30.5%
Just to see it/curiosity	0	0	0	0
	.0%	.0%	6.6%	.0%
Parking	0	0	0	0
	.0%	.0%	6.6%	.0%
Pick-up or drop-off others	0	0	0	1
	.0%	6.2%	.0%	30.5%
Rental car	1	0	0	0
	16.6%	.0%	6.6%	.0%
Restroom	0	0	0	0
	.0%	.0%	.0%	.0%
Work there	0	0	1	0
	.0%	.0%	17.3%	.0%
Took a flight	0	0	0	0
	.0%	.0%	.0%	.0%
Playground/Little league/Batting cages	2	0	0	0
	33.2%	.0%	3.4%	.0%
Community event	0	0	0	0
	.0%	.0%	.0%	.0%
Government offices	0	0	0	0
	.0%	.0%	.0%	.0%
Christmas/Santa event	0	0	0	0
	.0%	.0%	.0%	.0%
Family event	0	0	0	0
	.0%	.0%	3.4%	.0%
Skydiving	0	0	0	0
	.0%	.0%	.0%	.0%
Other	1	6	0	0
	16.6%	93.8%	6.6%	.0%
Not sure/DK/NA	0	0	0	0
	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Neighborhood				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
Total	13	35	22	48	24
Airport 50th Anniversary events	0	0	0	2	0
	.0%	.0%	.0%	4.4%	.0%
Airshow	3	11	3	9	8
	22.4%	31.3%	15.0%	18.7%	32.8%
Business meeting/Community meeting/Meetings	2	5	4	14	7
	17.7%	13.6%	16.0%	28.0%	26.9%
Directions	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
Food	6	22	13	28	17
	46.4%	63.0%	59.5%	57.8%	69.1%
Just to see it/curiosity	2	1	1	4	1
	17.0%	2.7%	4.2%	7.7%	3.0%
Parking	0	1	0	0	6
	.0%	3.1%	.0%	.0%	23.0%
Pick-up or drop-off others	0	0	1	4	7
	3.2%	1.0%	4.1%	8.4%	30.4%
Rental car	0	0	2	2	6
	.0%	.6%	8.7%	3.2%	26.0%
Restroom	0	0	0	0	6
	.0%	.0%	.0%	.0%	23.0%
Work there	1	1	1	1	0
	8.5%	3.5%	3.2%	1.5%	.0%
Took a flight	0	0	0	0	1
	.0%	.0%	.0%	.0%	3.8%
Playground/Little league/Batting cages	0	3	1	3	1
	.0%	8.5%	5.1%	5.8%	6.1%
Community event	1	0	2	0	1
	7.6%	.0%	8.3%	.5%	5.9%
Government offices	0	0	0	2	0
	.0%	.0%	.0%	4.5%	.0%
Christmas/Santa event	0	0	0	0	0
	.0%	.6%	.0%	.0%	.0%
Family event	0	0	0	1	0
	.0%	.0%	.0%	2.5%	.0%
Skydiving	0	0	0	0	0
	.0%	.0%	.0%	.0%	1.0%
Other	1	1	1	8	1
	10.1%	3.6%	5.5%	17.2%	5.1%
Not sure/DK/NA	0	0	0	0	0
	.0%	.0%	1.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Neighborhood	
	DK/NA	
Total	5	
Airport 50th Anniversary events	0	
Airshow	1	22.8%
Business meeting/Community meeting/Meetings	0	4.2%
Directions	0	.0%
Food	4	77.2%
Just to see it/curiosity	0	.0%
Parking	0	.0%
Pick-up or drop-off others	0	.0%
Rental car	0	.0%
Restroom	0	.0%
Work there	0	.0%
Took a flight	0	.0%
Playground/Little league/Batting cages	0	.0%
Community event	0	.0%
Government offices	0	.0%
Christmas/Santa event	0	.0%
Family event	0	.0%
Skydiving	0	.0%
Other	0	.0%
Not sure/DK/NA	0	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions ^{b,c}

	Neighborhood				
	Alder	Donner Lake	Downtown	Gateway	Glenshire
	(A)	(B)	(C)	(D)	(E)
21. For what reasons did you visit the airport?					
Airport 50th Anniversary events	a	a	a	a	a
Airshow	.	.	a	a	.
Business meeting/Community meeting/Meetings	C	C	.	a	C
Directions	a	.	a	a	a
Food	.	.	.	.	.
Just to see it/curiosity	a	.	E	a	.
Parking	.	.	a	.	.
Pick-up or drop-off others	.	.	.	a	.
Rental car	.	a	a	E K M	.
Restroom	a	a	.	.	a
Work there	.	a	a	a	.
Took a flight	.	a	a	a	.
Playground/Little league/Batting cages	.	.	a	a	.
Community event	.	.	M	a	a
Government offices	a	.	.	a	.
Christmas/Santa event	.	a	E K	a	.
Family event	a	a	a	a	a
Skydiving	.	a	.	a	.
Other	.	.	a	a	.
Not sure/DK/NA	a	a	.	a	a

Comparisons of Column Proportions ^{b,c}

	Neighborhood			
	Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
	(F)	(G)	(H)	(I)
Airport 50th Anniversary events	a			a
Airshow		a		a
Business meeting/Community meeting/Meetings				
Directions	a	a	a	a
Food		a		
Just to see it/curiosity	a	a		a
Parking	a	a		a
Pick-up or drop-off others				
Rental car		a		a
Restroom	a	a	a	a
Work there	a	a		a
Took a flight		a	a	a
Playground/Little league/Batting cages		a		a
Community event	a	a	a	a
Government offices	a	a	a	a
Christmas/Santa event	a	a	a	a
Family event	a	a		a
Skydiving	a	a	a	a
Other		B E J K L M N		a
Not sure/DK/NA	a	a	a	a

Comparisons of Column Proportions ^{b,c}

	Neighborhood				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(J)	(K)	(L)	(M)	(N)
Airport 50th Anniversary events	a	a	a		a
Airshow					
Business meeting/Community meeting/Meetings					
Directions	a	a	a	a	a
Food					
Just to see it/curiosity					
Parking	a		a	a	E
Pick-up or drop-off others					
Rental car	a				E
Restroom	a	a	a	a	
Work there	a	a	a	a	a
Took a flight	a	a	a		
Playground/Little league/Batting cages	a				
Community event		a			
Government offices	a	a	a		a
Christmas/Santa event	a	a	a	a	a
Family event	a	a	a		a
Skydiving	a	a	a	a	
Other					
Not sure/DK/NA	a	a		a	a

Comparisons of Column Proportions^{b,c}

		Neighborhood	
		DK/NA	(O)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.
	Airshow	.	.
	Business meeting/Community meeting/Meetings	.	.
	Directions	a	.
	Food	.	.
	Just to see it/curiosity	a	.
	Parking	a	.
	Pick-up or drop-off others	a	.
	Rental car	a	.
	Restroom	a	.
	Work there	a	.
	Took a flight	.	.
	Playground/Little league/Batting cages	a	.
	Community event	a	.
	Government offices	a	.
	Christmas/Santa event	a	.
	Family event	a	.
	Skydiving	a	.
	Other	a	.
	Not sure/DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
21. For what reasons did you visit the airport?	Total	398	19	49	110	67
	Airport 50th Anniversary events	10	0	0	1	1
		2.5%	.0%	.0%	1.1%	1.7%
	Airshow	78	2	3	14	15
		19.5%	12.7%	6.3%	12.5%	22.1%
	Business meeting/Community meeting/Meetings	86	3	8	17	17
		21.6%	17.0%	16.5%	15.7%	25.2%
	Directions	0	0	0	0	0
		.1%	.0%	.0%	.0%	.0%
	Food	190	13	31	58	39
		47.8%	68.4%	63.3%	53.4%	58.6%
	Just to see it/curiosity	43	5	4	18	6
		10.8%	23.2%	8.8%	16.4%	8.4%
	Parking	10	1	0	2	0
		2.5%	6.2%	.0%	2.0%	.6%
	Pick-up or drop-off others	43	0	4	15	2
		10.9%	.0%	8.1%	13.5%	3.0%
	Rental car	22	0	2	4	3
		5.6%	.0%	3.7%	3.8%	4.3%
	Restroom	8	0	0	0	0
	2.1%	.0%	.0%	.0%	.0%	
Work there	8	0	1	1	1	
	2.0%	.0%	2.2%	1.0%	1.8%	
Took a flight	3	0	1	2	0	
	.8%	.0%	1.2%	1.4%	.0%	
Playground/Little league/Batting cages	27	3	6	11	4	
	6.8%	14.8%	11.8%	9.7%	5.6%	
Community event	26	0	3	8	7	
	6.5%	.0%	5.6%	7.1%	11.0%	
Government offices	3	0	0	0	0	
	.7%	.0%	.0%	.2%	.0%	
Christmas/Santa event	15	0	1	6	0	
	3.8%	.0%	2.2%	5.7%	.0%	
Family event	2	1	0	0	0	
	.4%	6.3%	.0%	.0%	.3%	
Skydiving	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.4%	
Other	42	1	10	10	10	
	10.5%	3.2%	20.0%	9.4%	14.6%	
Not sure/DK/NA	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.3%	

	Length of Residence			
	16 to 20 years	21 to 25 years	More than 25 years	DK/NA
Total	64	34	52	3
Airport 50th Anniversary events	0	0	4	3
	.0%	1.2%	7.3%	100.0%
Airshow	19	4	17	3
	30.4%	11.6%	32.7%	100.0%
Business meeting/Community meeting/Meetings	20	7	14	0
	30.9%	19.5%	27.5%	.0%
Directions	0	0	0	0
	.0%	1.2%	.0%	.0%
Food	22	8	17	0
	34.9%	25.2%	33.1%	.0%
Just to see it/curiosity	5	2	3	0
	8.1%	5.6%	6.6%	.0%
Parking	0	0	6	0
	.0%	1.2%	10.6%	.0%
Pick-up or drop-off others	5	1	13	3
	8.2%	2.8%	25.5%	100.0%
Rental car	5	1	8	0
	7.3%	3.1%	15.1%	.0%
Restroom	3	0	6	0
	4.2%	.0%	10.6%	.0%
Work there	1	1	3	0
	1.1%	2.8%	5.3%	.0%
Took a flight	0	1	0	0
	.0%	2.8%	.0%	.0%
Playground/Little league/Batting cages	1	2	1	0
	1.9%	5.0%	2.2%	.0%
Community event	8	0	0	0
	12.2%	1.2%	.0%	.0%
Government offices	0	2	0	0
	.1%	7.1%	.0%	.0%
Christmas/Santa event	0	7	1	0
	.0%	21.3%	1.2%	.0%
Family event	0	0	0	0
	.0%	.0%	.6%	.0%
Skydiving	0	0	0	0
	.0%	.0%	.0%	.0%
Other	1	3	8	0
	1.1%	8.6%	14.5%	.0%
Not sure/DK/NA	0	0	0	0
	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	a	.	.
	Airshow	.	.	.	.
	Business meeting/Community meeting/Meetings	.	.	.	.
	Directions	a	a	a	a
	Food	F	F	.	F
	Just to see it/curiosity	.	a	.	.
	Parking	.	.	.	.
	Pick-up or drop-off others	a	.	.	.
	Rental car	a	.	.	.
	Restroom	a	a	a	a
	Work there	a	.	.	.
	Took a flight	.	.	.	a
	Playground/Little league/Batting cages	.	.	.	.
	Community event	a	.	.	.
	Government offices	a	a	.	a
	Christmas/Santa event	.	.	.	.
	Family event	.	a	a	.
	Skydiving	a	a	a	.
	Other	.	E	.	.
	Not sure/DK/NA	a	a	a	.

Comparisons of Column Proportions ^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a			a
	Airshow	B		B C	a
	Business meeting/Community meeting/Meetings				a
	Directions	a			a
	Food				a
	Just to see it/curiosity				a
	Parking	a			a
	Pick-up or drop-off others			D	a
	Rental car				a
	Restroom		a		a
	Work there				a
	Took a flight	a		a	a
	Playground/Little league/Batting cages				a
	Community event			a	a
	Government offices		C		a
	Christmas/Santa event	a	B C G		a
	Family event	a			a
	Skydiving	a	a	a	a
	Other	a		a	a
	Not sure/DK/NA	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
21. For what reasons did you visit the airport?	Total	398	101	296	2
	Airport 50th Anniversary events	10	0	10	0
	Airshow	78	13	64	1
	Business meeting/Community meeting/Meetings	19.5%	12.4%	21.7%	45.0%
	Directions	86	6	79	1
	Directions	21.6%	6.4%	26.7%	45.0%
	Directions	0	0	0	0
	Directions	.1%	.0%	.1%	.0%
	Food	190	45	145	0
	Food	47.8%	45.1%	49.0%	.0%
	Just to see it/curiosity	43	14	29	0
	Just to see it/curiosity	10.8%	14.0%	9.8%	.0%
	Parking	10	0	10	0
	Parking	2.5%	.0%	3.3%	.0%
	Pick-up or drop-off others	43	9	34	0
	Pick-up or drop-off others	10.9%	9.0%	11.6%	10.0%
	Rental car	22	6	17	0
	Rental car	5.6%	5.7%	5.7%	.0%
	Restroom	8	0	8	0
	Restroom	2.1%	.0%	2.8%	.0%
Work there	8	2	6	0	
Work there	2.0%	1.8%	2.0%	.0%	
Took a flight	3	1	2	0	
Took a flight	.8%	.6%	.8%	.0%	
Playground/Little league/Batting cages	27	1	27	0	
Playground/Little league/Batting cages	6.8%	.5%	9.0%	.0%	
Community event	26	11	15	0	
Community event	6.5%	11.4%	4.9%	.0%	
Government offices	3	1	2	0	
Government offices	.7%	1.2%	.5%	.0%	
Christmas/Santa event	15	8	7	0	
Christmas/Santa event	3.8%	8.2%	2.3%	.0%	
Family event	2	0	2	0	
Family event	.4%	.0%	.6%	.0%	
Skydiving	0	0	0	0	
Skydiving	.1%	.0%	.1%	.0%	
Other	42	22	20	0	
Other	10.5%	21.6%	6.8%	.0%	
Not sure/DK/NA	0	0	0	0	
Not sure/DK/NA	.1%	.0%	.1%	.0%	

Comparisons of Column Proportions^{c,d}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
21. For what reasons did you visit the airport?			
Airport 50th Anniversary events	a		a,b
Airshow		A	b
Business meeting/Community meeting/Meetings		A	b
Directions	a		a,b
Food			a,b
Just to see it/curiosity			a,b
Parking	a		a,b
Pick-up or drop-off others			b
Rental car			a,b
Restroom	a		a,b
Work there			a,b
Took a flight			a,b
Playground/Little league/Batting cages		A	a,b
Community event	B		a,b
Government offices			a,b
Christmas/Santa event	B		a,b
Family event	a		a,b
Skydiving	a		a,b
Other	B		a,b
Not sure/DK/NA	a		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
21. For what reasons did you visit the airport?			
Total	296	294	2
Airport 50th Anniversary events	10	10	0
	3.3%	3.3%	.0%
Airshow	64	64	0
	21.7%	21.9%	.0%
Business meeting/Community meeting/Meetings	79	78	1
	26.7%	26.7%	27.6%
Directions	0	0	0
	.1%	.1%	.0%
Food	145	145	0
	49.0%	49.2%	18.6%
Just to see it/curiosity	29	29	0
	9.8%	9.9%	.0%
Parking	10	9	1
	3.3%	2.9%	53.8%
Pick-up or drop-off others	34	34	0
	11.6%	11.7%	.0%
Rental car	17	17	0
	5.7%	5.7%	.0%
Restroom	8	8	0
	2.8%	2.8%	.0%
Work there	6	6	0
	2.0%	2.1%	.0%
Took a flight	2	2	0
	.8%	.8%	.0%
Playground/Little league/Batting cages	27	27	0
	9.0%	9.0%	.0%
Community event	15	15	0
	4.9%	5.0%	.0%
Government offices	2	2	0
	.5%	.5%	.0%
Christmas/Santa event	7	7	0
	2.3%	2.3%	.0%
Family event	2	2	0
	.6%	.6%	.0%
Skydiving	0	0	0
	.1%	.1%	.0%
Other	20	20	0
	6.8%	6.8%	.0%
Not sure/DK/NA	0	0	0
	.1%	.1%	.0%

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	.	a
	Airshow	.	a
	Business meeting/Community meeting/Meetings	.	.
	Directions	.	a
	Food	.	.
	Just to see it/curiosity	.	a
	Parking	A	.
	Pick-up or drop-off others	a	.
	Rental car	a	.
	Restroom	a	.
	Work there	a	.
	Took a flight	.	a
	Playground/Little league/Batting cages	.	a
	Community event	.	a
	Government offices	.	a
	Christmas/Santa event	.	a
	Family event	.	a
	Skydiving	.	a
	Other	.	a
	Not sure/DK/NA	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
Total	398	2	1	5	311
Airport 50th Anniversary events	10	0	0	0	10
	2.5%	.0%	.0%	.0%	3.1%
Airshow	78	0	1	0	57
	19.5%	.0%	100.0%	.0%	18.2%
Business meeting/Community meeting/Meetings	86	2	0	1	70
	21.6%	100.0%	.0%	21.5%	22.4%
Directions	0	0	0	0	0
	.1%	.0%	.0%	.0%	.1%
Food	190	0	0	2	157
	47.8%	.0%	.0%	36.5%	50.6%
Just to see it/curiosity	43	0	0	1	29
	10.8%	.0%	.0%	15.0%	9.2%
Parking	10	0	0	1	3
	2.5%	.0%	.0%	25.9%	1.0%
Pick-up or drop-off others	43	0	0	0	28
	10.9%	.0%	.0%	.0%	9.1%
Rental car	22	0	0	0	15
	5.6%	.0%	.0%	.0%	4.8%
Restroom	8	0	0	0	3
	2.1%	.0%	.0%	.0%	.9%
Work there	8	0	0	0	8
	2.0%	.0%	.0%	.0%	2.5%
Took a flight	3	0	0	0	3
	.8%	.0%	.0%	.0%	.8%
Playground/Little league/Batting cages	27	0	0	1	18
	6.8%	.0%	.0%	22.6%	5.9%
Community event	26	0	0	1	13
	6.5%	.0%	.0%	15.0%	4.2%
Government offices	3	0	0	0	2
	.7%	.0%	.0%	.0%	.8%
Christmas/Santa event	15	0	0	0	2
	3.8%	.0%	.0%	.0%	.5%
Family event	2	0	0	0	2
	.4%	.0%	.0%	.0%	.6%
Skydiving	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%
Other	42	0	0	0	33
	10.5%	.0%	.0%	.0%	10.6%
Not sure/DK/NA	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Ethnic Group			
	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
Total	64	1	1	5
Airport 50th Anniversary events	0 .0%	0 .0%	0 .0%	0 .0%
Airshow	16 24.8%	0 .0%	0 23.7%	2 47.3%
Business meeting/Community meeting/Meetings	11 17.4%	0 .0%	0 .0%	1 17.2%
Directions	0 .0%	0 .0%	0 .0%	0 .0%
Food	24 38.3%	1 100.0%	1 47.6%	2 36.6%
Just to see it/curiosity	12 19.2%	0 .0%	0 28.6%	1 26.8%
Parking	6 8.8%	0 .0%	0 .0%	0 .0%
Pick-up or drop-off others	12 18.5%	0 .0%	0 .1%	1 31.2%
Rental car	6 8.8%	0 .0%	0 .0%	1 23.6%
Restroom	6 8.8%	0 .0%	0 .0%	0 .0%
Work there	0 .0%	0 .0%	0 .0%	0 .0%
Took a flight	0 .0%	0 .0%	0 .0%	1 10.7%
Playground/Little league/Batting cages	6 9.7%	1 100.0%	0 23.7%	0 .0%
Community event	11 17.6%	0 .0%	0 23.7%	1 20.4%
Government offices	0 .0%	0 .0%	0 .0%	0 .0%
Christmas/Santa event	13 21.0%	0 .0%	0 .0%	0 .0%
Family event	0 .0%	0 .0%	0 .0%	0 .0%
Skydiving	0 .0%	0 .0%	0 23.7%	0 .0%
Other	6 9.8%	0 .0%	0 .0%	1 13.0%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%	0 .0%

21. For what reasons did you visit the airport?

	Ethnic Group	
	DK/NA	
Total	10	
Airport 50th Anniversary events	0 .0%	
Airshow	2 19.2%	
Business meeting/Community meeting/Meetings	2 18.7%	
Directions	0 .0%	
Food	4 40.8%	
Just to see it/curiosity	0 .0%	
Parking	0 .0%	
Pick-up or drop-off others	2 19.7%	
Rental car	1 7.6%	
Restroom	0 .0%	
Work there	0 .0%	
Took a flight	0 .0%	
Playground/Little league/Batting cages	1 7.6%	
Community event	0 .0%	
Government offices	0 3.5%	
Christmas/Santa event	0 .0%	
Family event	0 .0%	
Skydiving	0 .0%	
Other	2 19.8%	
Not sure/DK/NA	0 2.2%	

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a.,b	a.,b		
	Airshow	a.,b	a.,b	.b	
	Business meeting/Community meeting/Meetings	a.,b	a.,b		
	Directions	a.,b	a.,b	.b	
	Food	a.,b	a.,b		
	Just to see it/curiosity	a.,b	a.,b		
	Parking	a.,b	a.,b	D	
	Pick-up or drop-off others	a.,b	a.,b	.b	
	Rental car	a.,b	a.,b	.b	
	Restroom	a.,b	a.,b	.b	
	Work there	a.,b	a.,b	.b	
	Took a flight	a.,b	a.,b		
	Playground/Little league/Batting cages	a.,b	a.,b		
	Community event	a.,b	a.,b	.b	
	Government offices	a.,b	a.,b	.b	
	Christmas/Santa event	a.,b	a.,b	.b	
	Family event	a.,b	a.,b	.b	.b
	Skydiving	a.,b	a.,b	.b	
	Other	a.,b	a.,b	.b	
	Not sure/DK/NA	a.,b	a.,b	.b	.b

Comparisons of Column Proportions^{c,d}

		Ethnic Group			
		Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
		(E)	(F)	(G)	(H)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	.b	a.,b	a.,b	.b
	Airshow		a.,b	a	
	Business meeting/Community meeting/Meetings		a.,b	a.,b	
	Directions	.b	a.,b	a.,b	.b
	Food		a.,b	a	
	Just to see it/curiosity		a.,b	a	
	Parking	D	a.,b	a.,b	.b
	Pick-up or drop-off others		a.,b	a	
	Rental car		a.,b	a.,b	
	Restroom	D	a.,b	a.,b	.b
	Work there	.b	a.,b	a.,b	.b
	Took a flight		a.,b	a	D
	Playground/Little league/Batting cages		a.,b	a	.b
	Community event	D	a.,b	a	
	Government offices	.b	a.,b	a.,b	.b
	Christmas/Santa event	D	a.,b	a.,b	.b
	Family event	.b	a.,b	a.,b	.b
	Skydiving	.b	a.,b	a	.b
	Other		a.,b	a.,b	
	Not sure/DK/NA	.b	a.,b	a.,b	.b

Comparisons of Column Proportions^{c,d}

	Ethnic Group	
	DK/NA	(I)
21. For what reasons did you visit the airport?		
Airport 50th Anniversary events	.b	
Airshow		
Business meeting/Community meeting/Meetings		
Directions		
Food		
Just to see it/curiosity		
Parking	.b	
Pick-up or drop-off others		
Rental car		
Restroom	.b	
Work there	.b	
Took a flight	.b	
Playground/Little league/Batting cages		
Community event	.b	
Government offices		
Christmas/Santa event	.b	
Family event	.b	
Skydiving	.b	
Other		
Not sure/DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
21. For what reasons did you visit the airport?			
Total	249	241	9
Airport 50th Anniversary events	3	3	0
	1.0%	1.1%	.0%
Airshow	47	46	1
	18.7%	18.9%	12.0%
Business meeting/Community meeting/Meetings	60	58	3
	24.2%	24.0%	30.2%
Directions	0	0	0
	.2%	.2%	.0%
Food	128	121	6
	51.2%	50.5%	72.2%
Just to see it/curiosity	18	18	0
	7.2%	7.4%	.0%
Parking	4	4	0
	1.7%	1.7%	.0%
Pick-up or drop-off others	17	16	1
	6.6%	6.6%	8.5%
Rental car	11	10	1
	4.4%	4.1%	12.0%
Restroom	1	1	0
	.3%	.3%	.0%
Work there	6	6	0
	2.5%	2.6%	.0%
Took a flight	1	1	0
	.4%	.4%	.0%
Playground/Little league/Batting cages	17	15	2
	6.8%	6.2%	24.0%
Community event	19	19	0
	7.7%	8.0%	.0%
Government offices	2	2	0
	1.0%	1.0%	.0%
Christmas/Santa event	9	9	0
	3.6%	3.7%	.0%
Family event	1	1	0
	.6%	.6%	.0%
Other	26	25	1
	10.5%	10.5%	12.0%
Not sure/DK/NA	0	0	0
	.1%	.1%	.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	.	a
	Airshow	.	.
	Business meeting/Community meeting/Meetings	.	.
	Directions	.	a
	Food	.	.
	Just to see it/curiosity	.	a
	Parking	.	.
	Pick-up or drop-off others	.	.
	Rental car	.	a
	Restroom	.	a
	Work there	.	a
	Took a flight	.	a
	Playground/Little league/Batting cages	.	A
	Community event	.	a
	Government offices	.	a
	Christmas/Santa event	.	a
	Family event	.	a
	Other	.	.
Not sure/DK/NA	.	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Vicinity of Airport				
		Alder	Donner Lake	Downtown	Gateway	Glenshore
Total	249	2	14	23	7	63
Airport 50th Anniversary events	3	0	0	0	0	0
	1.0%	.0%	.0%	.0%	.0%	.0%
Airshow	47	0	1	0	0	11
	18.7%	10.2%	5.8%	.0%	.0%	17.1%
Business meeting/Community meeting/Meetings	60	1	7	0	0	24
	24.2%	69.9%	46.2%	.0%	.0%	37.7%
Directions	0	0	0	0	0	0
	.2%	.0%	2.9%	.0%	.0%	.0%
Food	128	0	3	10	5	30
	51.2%	10.2%	22.2%	43.9%	76.4%	47.2%
Just to see it/curiosity	18	0	0	6	1	2
	7.2%	.0%	2.9%	28.3%	13.3%	3.2%
Parking	4	0	1	0	0	1
	1.7%	.0%	8.3%	.0%	.0%	2.4%
Pick-up or drop-off others	17	0	2	1	0	7
	6.6%	.0%	13.4%	3.2%	.0%	11.1%
Rental car	11	0	0	0	4	2
	4.4%	.0%	.0%	.0%	52.7%	3.2%
Restroom	1	0	0	0	1	0
	.3%	.0%	.0%	.0%	10.4%	.0%
Work there	6	0	0	0	0	1
	2.5%	.0%	.0%	.0%	.0%	2.1%
Took a flight	1	0	0	0	0	1
	.4%	.0%	.0%	.0%	.0%	1.6%
Playground/Little league/Batting cages	17	0	0	0	0	7
	6.8%	19.9%	.0%	.0%	.0%	11.6%
Community event	19	0	0	5	0	11
	7.7%	.0%	2.9%	21.2%	.0%	17.4%
Government offices	2	0	0	0	0	0
	1.0%	.0%	1.5%	.0%	.0%	.0%
Christmas/Santa event	9	0	0	7	0	1
	3.6%	19.9%	.0%	31.7%	.0%	1.7%
Family event	1	0	0	0	0	0
	.6%	.0%	.0%	.0%	.0%	.0%
Other	26	0	2	0	0	5
	10.5%	.0%	10.7%	.0%	.0%	7.7%
Not sure/DK/NA	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%

	Vicinity of Airport			
	Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows
Total	7	6	13	35
Airport 50th Anniversary events	0	0	0	0
	6.2%	.0%	.0%	.0%
Airshow	7	1	3	11
	100.0%	13.2%	22.4%	31.3%
Business meeting/Community meeting/Meetings	0	2	2	5
	.0%	26.5%	17.7%	13.6%
Directions	0	0	0	0
	.0%	.0%	.0%	.0%
Food	0	4	6	22
	.0%	59.5%	46.4%	63.0%
Just to see it/curiosity	0	0	2	1
	.0%	6.6%	17.0%	2.7%
Parking	0	0	0	1
	.0%	6.6%	.0%	3.1%
Pick-up or drop-off others	0	0	0	0
	6.2%	.0%	3.2%	1.0%
Rental car	0	0	0	0
	.0%	6.6%	.0%	.6%
Restroom	0	0	0	0
	.0%	.0%	.0%	.0%
Work there	0	1	1	1
	.0%	17.3%	8.5%	3.5%
Took a flight	0	0	0	0
	.0%	.0%	.0%	.0%
Playground/Little league/Batting cages	0	0	0	3
	.0%	3.4%	.0%	8.5%
Community event	0	0	1	0
	.0%	.0%	7.6%	.0%
Government offices	0	0	0	0
	.0%	.0%	.0%	.0%
Christmas/Santa event	0	0	0	0
	.0%	.0%	.0%	.6%
Family event	0	0	0	0
	.0%	3.4%	.0%	.0%
Other	6	0	1	1
	93.8%	6.6%	10.1%	3.6%
Not sure/DK/NA	0	0	0	0
	.0%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Vicinity of Airport		
	Prosser	Tahoe Donner	Not in Area
Total	22	48	9
Airport 50th Anniversary events	0	2	0
	.0%	4.4%	.0%
Airshow	3	9	1
	15.0%	18.7%	12.0%
Business meeting/Community meeting/Meetings	4	14	3
	16.0%	28.0%	30.2%
Directions	0	0	0
	.0%	.0%	.0%
Food	13	28	6
	59.5%	57.8%	72.2%
Just to see it/curiosity	1	4	0
	4.2%	7.7%	.0%
Parking	0	0	0
	.0%	.0%	.0%
Pick-up or drop-off others	1	4	1
	4.1%	8.4%	8.5%
Rental car	2	2	1
	8.7%	3.2%	12.0%
Restroom	0	0	0
	.0%	.0%	.0%
Work there	1	1	0
	3.2%	1.5%	.0%
Took a flight	0	0	0
	.0%	.0%	.0%
Playground/Little league/Batting cages	1	3	2
	5.1%	5.8%	24.0%
Community event	2	0	0
	8.3%	.5%	.0%
Government offices	0	2	0
	.0%	4.5%	.0%
Christmas/Santa event	0	0	0
	.0%	.0%	.0%
Family event	0	1	0
	.0%	2.5%	.0%
Other	1	8	1
	5.5%	17.2%	12.0%
Not sure/DK/NA	0	0	0
	1.0%	.0%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport				
		Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	a	a	a	a
	Airshow	.	.	a	a	.
	Business meeting/Community meeting/Meetings	C	C	.	a	C
	Directions	a	.	a	a	a
	Food	.	.	.	.	.
	Just to see it/curiosity	a	.	E	a	.
	Parking	a	.	.	a	.
	Pick-up or drop-off others	.	.	.	a	.
	Rental car	a	a	a	E I K	a
	Restroom	a	a	a	a	.
	Work there	a	a	a	a	.
	Took a flight	a	a	a	a	.
	Playground/Little league/Batting cages	.	a	a	a	.
	Community event	a	.	K	a	.
	Government offices	a	.	a	a	a
	Christmas/Santa event	.	a	E I	a	.
	Family event	a	a	a	a	a
	Other	a	.	a	a	.
Not sure/DK/NA	a	a	a	a	a	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport			
		Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	.	.	a	a
	Airshow	a	.	.	.
	Business meeting/Community meeting/Meetings	.	.	.	.
	Directions	a	a	a	a
	Food	a	.	.	.
	Just to see it/curiosity	a	.	.	.
	Parking	a	.	a	.
	Pick-up or drop-off others	.	.	.	.
	Rental car	a	.	a	.
	Restroom	a	a	a	a
	Work there	.	.	.	.
	Took a flight	a	a	a	a
	Playground/Little league/Batting cages	a	.	a	.
	Community event	.	a	a	a
	Government offices	a	a	a	a
	Christmas/Santa event	a	a	a	a
	Family event	.	.	a	a
	Other	B E H I J K L	.	.	.
Not sure/DK/NA	a	a	a	a	

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport		
		Prosser (J)	Tahoe Donner (K)	Not in Area (L)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.	a
	Airshow	.	.	.
	Business meeting/Community meeting/Meetings	.	.	.
	Directions	a	a	a
	Food	.	.	.
	Just to see it/curiosity	.	.	a
	Parking	a	a	a
	Pick-up or drop-off others	.	.	.
	Rental car	a	a	a
	Restroom	.	.	a
	Work there	.	.	a
	Took a flight	a	a	a
	Playground/Little league/Batting cages	.	.	.
	Community event	.	.	a
	Government offices	a	.	a
	Christmas/Santa event	a	a	a
	Family event	a	.	a
	Other	.	.	.
Not sure/DK/NA	.	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not enough
Total	398	11	227	90
Airport 50th Anniversary events	10 2.5%	0 .0%	9 4.0%	1 .8%
Airshow	78 19.5%	2 15.6%	53 23.5%	9 10.5%
Business meeting/Community meeting/Meetings	86 21.6%	3 23.6%	62 27.4%	13 14.0%
Directions	0 .1%	0 .0%	0 .0%	0 .0%
Food	190 47.8%	9 79.9%	97 42.8%	51 56.3%
Just to see it/curiosity	43 10.8%	0 3.7%	25 11.0%	8 9.2%
Parking	10 2.5%	0 .0%	8 3.6%	1 1.7%
Pick-up or drop-off others	43 10.9%	0 3.7%	33 14.4%	3 2.9%
Rental car	22 5.6%	1 11.1%	14 6.2%	3 3.0%
Restroom	8 2.1%	0 .0%	6 2.8%	2 2.2%
Work there	8 2.0%	0 .0%	6 2.7%	1 1.2%
Took a flight	3 .8%	1 4.5%	2 .7%	1 1.0%
Playground/Little league/Batting cages	27 6.8%	0 .0%	23 10.0%	3 3.1%
Community event	26 6.5%	0 .0%	13 5.7%	9 10.2%
Government offices	3 .7%	0 2.7%	0 .0%	2 2.7%
Christmas/Santa event	15 3.8%	0 .0%	14 6.1%	1 1.4%
Family event	2 .4%	0 .0%	1 .2%	0 .0%
Skydiving	0 .1%	0 .0%	0 .0%	0 .0%
Other	42 10.5%	0 .0%	26 11.5%	11 11.8%
Not sure/DK/NA	0 .1%	0 .0%	0 .0%	0 .3%

21. For what reasons did you visit the airport?

	Amount Airport is Doing About Noise/Low Flying Aircraft
	Not sure/No opinion/DK/NA
Total	70
Airport 50th Anniversary events	0 .0%
Airshow	13 18.6%
Business meeting/Community meeting/Meetings	9 12.2%
Directions	0 .6%
Food	33 48.1%
Just to see it/curiosity	9 13.5%
Parking	0 .0%
Pick-up or drop-off others	8 11.1%
Rental car	5 6.6%
Restroom	0 .0%
Work there	1 1.0%
Took a flight	0 .0%
Playground/Little league/Batting cages	2 2.2%
Community event	4 5.6%
Government offices	0 .0%
Christmas/Santa event	0 .0%
Family event	1 1.8%
Skydiving	0 .4%
Other	5 7.3%
Not sure/DK/NA	0 .0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a			a
	Airshow	.			.
	Business meeting/Community meeting/Meetings				
	Directions	a		a	
	Food	.			.
	Just to see it/curiosity				
	Parking	a			a
	Pick-up or drop-off others		C		
	Rental car				
	Restroom	a			a
	Work there	a			a
	Took a flight				
	Playground/Little league/Batting cages	a			a
	Community event	.			.
	Government offices		a		a
	Christmas/Santa event	a			a
	Family event	a		a	.
	Skydiving	.	a	.	.
	Other	a			a
	Not sure/DK/NA	.	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Reduce Number of Flights			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	398	43	66	134
Airport 50th Anniversary events	10	0	3	3
	2.5%	.0%	4.4%	1.9%
Airshow	78	4	12	15
	19.5%	10.2%	18.2%	11.1%
Business meeting/Community meeting/Meetings	86	6	17	23
	21.6%	13.8%	25.8%	16.9%
Directions	0	0	0	0
	.1%	1.0%	.0%	.0%
Food	190	22	38	66
	47.8%	50.3%	57.3%	49.4%
Just to see it/curiosity	43	0	4	25
	10.8%	.0%	6.6%	18.3%
Parking	10	0	2	2
	2.5%	.0%	3.3%	1.2%
Pick-up or drop-off others	43	1	6	14
	10.9%	3.0%	9.7%	10.5%
Rental car	22	0	2	5
	5.6%	.0%	2.3%	4.1%
Restroom	8	0	2	1
	2.1%	.0%	2.9%	.5%
Work there	8	1	0	3
	2.0%	2.5%	.0%	2.2%
Took a flight	3	0	0	1
	.8%	.0%	.0%	.4%
Playground/Little league/Batting cages	27	1	4	17
	6.8%	2.5%	5.4%	12.7%
Community event	26	6	0	10
	6.5%	14.6%	.0%	7.8%
Government offices	3	1	0	0
	.7%	2.2%	.4%	.0%
Christmas/Santa event	15	1	0	14
	3.8%	3.0%	.0%	10.3%
Family event	2	0	0	0
	.4%	.0%	.0%	.2%
Skydiving	0	0	0	0
	.1%	.0%	.0%	.0%
Other	42	3	11	8
	10.5%	6.1%	16.9%	5.9%
Not sure/DK/NA	0	0	0	0
	.1%	.5%	.0%	.0%

21. For what reasons did you visit the airport?

	Reduce Number of Flights	
	Strongly disagree	Not sure/DK/NA
Total	96	59
Airport 50th Anniversary events	4 4.6%	0 .0%
Airshow	40 41.7%	6 10.6%
Business meeting/Community meeting/Meetings	27 28.7%	13 22.0%
Directions	0 .0%	0 .0%
Food	40 41.5%	25 42.0%
Just to see it/curiosity	11 11.9%	3 4.7%
Parking	6 6.3%	0 .0%
Pick-up or drop-off others	20 20.8%	2 3.0%
Rental car	11 11.1%	5 8.2%
Restroom	6 5.8%	0 .0%
Work there	1 1.0%	3 4.8%
Took a flight	2 2.6%	0 .0%
Playground/Little league/Batting cages	3 3.6%	2 3.3%
Community event	4 3.9%	6 9.3%
Government offices	0 .3%	1 2.1%
Christmas/Santa event	0 .0%	0 .0%
Family event	0 .3%	1 2.1%
Skydiving	0 .3%	0 .0%
Other	10 10.6%	10 16.6%
Not sure/DK/NA	0 .0%	0 .0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events				
	Airshow				ABCE
	Business meeting/Community meeting/Meetings				
	Directions		a	a	
	Food				
	Just to see it/curiosity	a			
	Parking	a			
	Pick-up or drop-off others				E
	Rental car	a			
	Restroom	a			C
	Work there		a		
	Took a flight	a	a		
	Playground/Little league/Batting cages				
	Community event		a		
	Government offices			a	
	Christmas/Santa event		a		a
	Family event	a	a		
	Skydiving	a	a	a	
	Other				
	Not sure/DK/NA		a	a	a

Comparisons of Column Proportions^{b,c}

	Reduce Number of Flights	Not sure/DK/NA	(E)			
				Airport 50th Anniversary events	a	.
				Airshow	.	.
Business meeting/Community meeting/Meetings	.	a	.			
Directions	.	.	.			
Food	.	.	.			
Just to see it/curiosity	.	.	.			
Parking	.	a	.			
Pick-up or drop-off others	.	.	.			
Rental car	.	.	.			
Restroom	.	a	.			
Work there	.	.	.			
Took a flight	.	.	a			
Playground/Little league/Batting cages	.	.	.			
Community event	.	.	.			
Government offices	.	.	.			
Christmas/Santa event	.	a	.			
Family event	.	.	.			
Skydiving	.	a	.			
Other	.	.	.			
Not sure/DK/NA	.	a	.			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Remain the Way it is			
	Total	Strongly agree	Somewhat agree	Somewhat disagree
Total	398	54	128	106
Airport 50th Anniversary events	10	2	2	1
	2.5%	4.0%	1.3%	1.1%
Airshow	78	10	19	15
	19.5%	18.2%	14.7%	13.8%
Business meeting/Community meeting/Meetings	86	9	29	20
	21.6%	16.1%	22.6%	18.5%
Directions	0	0	0	0
	.1%	.0%	.0%	.4%
Food	190	12	59	60
	47.8%	22.6%	46.5%	57.0%
Just to see it/curiosity	43	8	6	17
	10.8%	14.7%	4.8%	16.1%
Parking	10	0	2	2
	2.5%	.0%	1.7%	1.9%
Pick-up or drop-off others	43	8	10	5
	10.9%	15.6%	7.5%	4.7%
Rental car	22	0	3	7
	5.6%	.0%	2.3%	6.9%
Restroom	8	0	3	0
	2.1%	.0%	2.1%	.0%
Work there	8	0	4	2
	2.0%	.0%	3.0%	1.8%
Took a flight	3	0	1	1
	.8%	.0%	.4%	.5%
Playground/Little league/Batting cages	27	3	12	7
	6.8%	4.9%	9.3%	6.4%
Community event	26	4	15	1
	6.5%	8.0%	12.0%	1.1%
Government offices	3	0	1	0
	.7%	.5%	1.0%	.0%
Christmas/Santa event	15	7	6	0
	3.8%	13.7%	4.8%	.4%
Family event	2	0	0	1
	.4%	.0%	.0%	1.4%
Skydiving	0	0	0	0
	.1%	.0%	.0%	.2%
Other	42	6	17	15
	10.5%	10.6%	13.3%	14.1%
Not sure/DK/NA	0	0	0	0
	.1%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Remain the Way it Is	
	Strongly disagree	Not sure/DK/NA
Total	75	36
Airport 50th Anniversary events	5	0
	6.4%	.0%
Airshow	28	6
	37.6%	17.4%
Business meeting/Community meeting/Meetings	21	8
	27.6%	23.1%
Directions	0	0
	.0%	.0%
Food	41	18
	54.2%	49.8%
Just to see it/curiosity	12	0
	15.7%	.6%
Parking	6	0
	7.4%	.0%
Pick-up or drop-off others	18	3
	23.9%	7.2%
Rental car	10	3
	12.9%	7.0%
Restroom	6	0
	7.4%	.0%
Work there	1	1
	1.2%	3.4%
Took a flight	1	1
	1.2%	2.9%
Playground/Little league/Batting cages	3	3
	4.2%	7.3%
Community event	3	3
	3.5%	7.3%
Government offices	1	0
	1.6%	.0%
Christmas/Santa event	1	0
	1.4%	.0%
Family event	0	0
	.0%	.9%
Skydiving	0	0
	.0%	.0%
Other	2	2
	2.9%	5.3%
Not sure/DK/NA	0	0
	.3%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
Airport 50th Anniversary events				
Airshow				B C
Business meeting/Community meeting/Meetings				
Directions	a	a		a
Food		A	A	A
Just to see it/curiosity			B	
Parking	a			
Pick-up or drop-off others				B C
Rental car	a			B
Restroom	a		a	
Work there	a			
Took a flight	a			
Playground/Little league/Batting cages				
Community event		C		
Government offices			a	
Christmas/Santa event	C D			
Family event	a	a		a
Skydiving	a	a		a
Other	a	a	a	
Not sure/DK/NA	.	.	.	

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a
	Airshow	.
	Business meeting/Community meeting/Meetings	.
	Directions	a
	Food	.
	Just to see it/curiosity	.
	Parking	a
	Pick-up or drop-off others	.
	Rental car	.
	Restroom	a
	Work there	.
	Took a flight	.
	Playground/Little league/Batting cages	.
	Community event	.
	Government offices	a
	Christmas/Santa event	a
	Family event	.
	Skydiving	a
	Other	.
	Not sure/DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
21. For what reasons did you visit the airport?	Total	398	180	166	29
	Airport 50th Anniversary events	10	6	3	0
		2.5%	3.6%	2.0%	.0%
	Airshow	78	42	28	5
		19.5%	23.1%	16.8%	17.7%
	Business meeting/Community meeting/Meetings	86	44	27	11
		21.6%	24.5%	16.4%	39.2%
	Directions	0	0	0	0
		.1%	.0%	.3%	.0%
	Food	190	74	95	10
		47.8%	40.9%	57.2%	35.9%
	Just to see it/curiosity	43	28	13	1
		10.8%	15.7%	7.8%	2.5%
	Parking	10	7	1	1
		2.5%	3.9%	.9%	4.2%
	Pick-up or drop-off others	43	32	10	0
		10.9%	18.0%	5.8%	.7%
	Rental car	22	15	3	1
		5.6%	8.3%	2.0%	4.3%
	Restroom	8	8	1	0
		2.1%	4.2%	.4%	.0%
	Work there	8	3	4	1
		2.0%	1.6%	2.3%	3.8%
	Took a flight	3	2	2	0
		.8%	.9%	.9%	.0%
	Playground/Little league/Batting cages	27	6	18	2
		6.8%	3.5%	10.6%	7.9%
	Community event	26	11	13	1
	6.5%	6.2%	8.0%	2.4%	
Government offices	3	1	0	0	
	.7%	.5%	.1%	1.2%	
Christmas/Santa event	15	8	7	0	
	3.8%	4.6%	4.0%	.7%	
Family event	2	0	1	0	
	.4%	.2%	.9%	.0%	
Skydiving	0	0	0	0	
	.1%	.1%	.0%	.0%	
Other	42	15	23	1	
	10.5%	8.1%	13.9%	3.2%	
Not sure/DK/NA	0	0	0	0	
	.1%	.0%	.0%	.0%	

	Manage the Growth of Operations	
	Strongly disagree	Not sure/DK/NA
Total	6	17
Airport 50th Anniversary events	0 .0%	0 .0%
Airshow	1 18.3%	2 10.1%
Business meeting/Community meeting/Meetings	1 11.3%	3 16.6%
Directions	0 .0%	0 .0%
Food	3 47.6%	8 49.4%
Just to see it/curiosity	1 11.3%	0 2.5%
Parking	0 .0%	0 .0%
Pick-up or drop-off others	0 .0%	1 7.4%
Rental car	0 .0%	3 18.5%
Restroom	0 .0%	0 .0%
Work there	0 .0%	0 .0%
Took a flight	0 .0%	0 .0%
Playground/Little league/Batting cages	1 12.0%	0 .0%
Community event	0 .0%	1 5.8%
Government offices	0 .0%	1 7.4%
Christmas/Santa event	0 .0%	0 .0%
Family event	0 .0%	0 .0%
Skydiving	0 .0%	0 .0%
Other	0 .0%	3 19.2%
Not sure/DK/NA	0 3.5%	0 .0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events			a	a
	Airshow				
	Business meeting/Community meeting/Meetings			B	
	Directions	a		a	a
	Food		A		
	Just to see it/curiosity				
	Parking				a
	Pick-up or drop-off others	B			a
	Rental car				a
	Restroom	B		a	a
	Work there				a
	Took a flight			a	
	Playground/Little league/Batting cages				
	Community event				a
	Government offices				a
	Christmas/Santa event				a
	Family event			a	a
	Skydiving		a	a	a
	Other	a			
	Not sure/DK/NA	a	a	a	

Comparisons of Column Proportions^{b,c}

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
21. For what reasons did you visit the airport?	
Airport 50th Anniversary events	a
Airshow	.
Business meeting/Community meeting/Meetings	.
Directions	.
Food	.
Just to see it/curiosity	.
Parking	a
Pick-up or drop-off others	.
Rental car	B
Restroom	a
Work there	.
Took a flight	a
Playground/Little league/Batting cages	.
Community event	.
Government offices	B
Christmas/Santa event	a
Family event	.
Skydiving	a
Other	.
Not sure/DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Flown Out of Airport		
	Total	Yes	No
21. For what reasons did you visit the airport?			
Total	398	43	355
Airport 50th Anniversary events	10 2.5%	7 16.1%	3 .8%
Airshow	78 19.5%	10 22.3%	68 19.1%
Business meeting/Community meeting/Meetings	86 21.6%	10 22.1%	77 21.6%
Directions	0 .1%	0 .0%	0 .1%
Food	190 47.8%	20 45.7%	171 48.1%
Just to see it/curiosity	43 10.8%	2 4.4%	41 11.6%
Parking	10 2.5%	0 .0%	10 2.8%
Pick-up or drop-off others	43 10.9%	11 24.7%	33 9.2%
Rental car	22 5.6%	0 .0%	22 6.3%
Restroom	8 2.1%	0 .0%	8 2.3%
Work there	8 2.0%	1 2.1%	7 1.9%
Took a flight	3 .8%	2 4.7%	1 .3%
Playground/Little league/Batting cages	27 6.8%	1 2.8%	26 7.3%
Community event	26 6.5%	1 3.1%	25 7.0%
Government offices	3 .7%	0 .0%	3 .8%
Christmas/Santa event	15 3.8%	0 1.0%	15 4.1%
Family event	2 .4%	0 .0%	2 .5%
Skydiving	0 .1%	0 .0%	0 .1%
Other	42 10.5%	3 6.9%	39 10.9%
Not sure/DK/NA	0 .1%	0 .0%	0 .1%

Comparisons of Column Proportions ^{b,c}

		Have Flown Out of Airport	
		Yes	No
		(A)	(B)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	B	
	Airshow		
	Business meeting/Community meeting/Meetings		
	Directions	a	
	Food		
	Just to see it/curiosity	a	
	Parking		
	Pick-up or drop-off others	B	
	Rental car		
	Restroom	a	
	Work there		
	Took a flight	B	
	Playground/Little league/Batting cages		
	Community event	a	
	Government offices		
	Christmas/Santa event		
	Family event	a	
Skydiving	a		
Other			
Not sure/DK/NA	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons	
		Total	Yes
21. For what reasons did you visit the airport?	Total	398	398
	Airport 50th Anniversary events	10	10
		2.5%	2.5%
	Airshow	78	78
		19.5%	19.5%
	Business meeting/Community meeting/Meetings	86	86
		21.6%	21.6%
	Directions	0	0
		.1%	.1%
	Food	190	190
		47.8%	47.8%
	Just to see it/curiosity	43	43
		10.8%	10.8%
	Parking	10	10
		2.5%	2.5%
	Pick-up or drop-off others	43	43
		10.9%	10.9%
	Rental car	22	22
		5.6%	5.6%
	Restroom	8	8
		2.1%	2.1%
Work there	8	8	
	2.0%	2.0%	
Took a flight	3	3	
	.8%	.8%	
Playground/Little league/Batting cages	27	27	
	6.8%	6.8%	
Community event	26	26	
	6.5%	6.5%	
Government offices	3	3	
	.7%	.7%	
Christmas/Santa event	15	15	
	3.8%	3.8%	
Family event	2	2	
	.4%	.4%	
Skydiving	0	0	
	.1%	.1%	
Other	42	42	
	10.5%	10.5%	
Not sure/DK/NA	0	0	
	.1%	.1%	

Comparisons of Column Proportions ^{a,b}

	Have Visited for Non-Aviation Reasons	Yes
		(A)
		.
Airport 50th Anniversary events	.	
Airshow	.	
Business meeting/Community meeting/Meetings	.	
Directions	.	
Food	.	
Just to see it/curiosity	.	
Parking	.	
Pick-up or drop-off others	.	
Rental car	.	
Restroom	.	
Work there	.	
Took a flight	.	
Playground/Little league/Batting cages	.	
Community event	.	
Government offices	.	
Christmas/Santa event	.	
Family event	.	
Skydiving	.	
Other	.	
Not sure/DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	First Favorable/Unfavorable		
		Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	398	138	142	36
Airport 50th Anniversary events	10	4	6	0
	2.5%	3.0%	3.9%	.0%
Airshow	78	30	35	3
	19.5%	21.8%	24.8%	8.1%
Business meeting/Community meeting/Meetings	86	31	37	8
	21.6%	22.5%	25.7%	23.3%
Directions	0	0	0	0
	.1%	.0%	.0%	1.2%
Food	190	81	66	15
	47.8%	58.9%	46.5%	41.9%
Just to see it/curiosity	43	21	10	1
	10.8%	15.4%	7.0%	2.0%
Parking	10	6	2	0
	2.5%	4.3%	1.6%	.0%
Pick-up or drop-off others	43	22	14	1
	10.9%	15.7%	10.1%	2.9%
Rental car	22	10	5	2
	5.6%	7.5%	3.3%	4.7%
Restroom	8	6	3	0
	2.1%	4.0%	1.9%	.0%
Work there	8	5	2	1
	2.0%	3.7%	1.2%	3.0%
Took a flight	3	2	1	0
	.8%	1.2%	1.0%	.0%
Playground/Little league/Batting cages	27	17	9	1
	6.8%	11.9%	6.5%	3.6%
Community event	26	10	6	3
	6.5%	7.5%	4.6%	9.0%
Government offices	3	0	0	1
	.7%	.2%	.0%	3.6%
Christmas/Santa event	15	7	0	1
	3.8%	4.8%	.1%	3.0%
Family event	2	1	1	0
	.4%	.4%	.9%	.0%
Skydiving	0	0	0	0
	.1%	.2%	.0%	.0%
Other	42	9	19	5
	10.5%	6.2%	13.4%	13.2%
Not sure/DK/NA	0	0	0	0
	.1%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	First Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	14	67
Airport 50th Anniversary events	0	0
	.0%	.0%
Airshow	2	7
	15.7%	10.3%
Business meeting/Community meeting/Meetings	0	9
	2.9%	14.1%
Directions	0	0
	.0%	.0%
Food	10	18
	71.0%	26.2%
Just to see it/curiosity	0	11
	.0%	16.2%
Parking	0	1
	.0%	2.2%
Pick-up or drop-off others	0	6
	.0%	9.4%
Rental car	0	6
	.0%	8.3%
Restroom	0	0
	.0%	.0%
Work there	0	0
	.0%	.0%
Took a flight	0	0
	.0%	.0%
Playground/Little league/Batting cages	0	0
	.0%	.0%
Community event	0	6
	.0%	8.7%
Government offices	1	0
	8.7%	.0%
Christmas/Santa event	0	7
	.0%	10.6%
Family event	0	0
	.0%	.0%
Skydiving	0	0
	.0%	.0%
Other	0	9
	.0%	13.9%
Not sure/DK/NA	0	0
	1.6%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events			a	a
	Airshow				
	Business meeting/Community meeting/Meetings				
	Directions		a		a
	Food	E			E
	Just to see it/curiosity				
	Parking			a	a
	Pick-up or drop-off others				a
	Rental car				a
	Restroom			a	a
	Work there				a
	Took a flight			a	a
	Playground/Little league/Batting cages				a
	Community event				a
	Government offices		a		A
	Christmas/Santa event				a
	Family event			a	a
	Skydiving		a	a	a
	Other				a
	Not sure/DK/NA	a	a	a	

Comparisons of Column Proportions ^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a
	Airshow	.
	Business meeting/Community meeting/Meetings	.
	Directions	a
	Food	.
	Just to see it/curiosity	.
	Parking	.
	Pick-up or drop-off others	.
	Rental car	.
	Restroom	a
	Work there	a
	Took a flight	.
	Playground/Little league/Batting cages	a
	Community event	.
	Government offices	a
	Christmas/Santa event	B
	Family event	a
	Skydiving	.
Other	a	
Not sure/DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
21. For what reasons did you visit the airport?	Total	398	182	142	30
	Airport 50th Anniversary events	10	6	4	0
		2.5%	3.2%	2.7%	.0%
	Airshow	78	49	24	1
		19.5%	27.1%	16.8%	2.1%
	Business meeting/Community meeting/Meetings	86	46	30	5
		21.6%	25.0%	20.9%	18.5%
	Directions	0	0	0	0
		.1%	.0%	.3%	.0%
	Food	190	89	67	19
		47.8%	48.9%	47.2%	62.8%
	Just to see it/curiosity	43	14	17	1
		10.8%	7.5%	12.2%	2.5%
	Parking	10	7	1	0
		2.5%	3.9%	.8%	.0%
	Pick-up or drop-off others	43	27	16	0
		10.9%	15.0%	11.1%	1.4%
	Rental car	22	10	10	1
		5.6%	5.7%	7.2%	2.6%
	Restroom	8	6	3	0
		2.1%	3.1%	1.9%	.0%
	Work there	8	3	3	0
		2.0%	1.7%	2.1%	.0%
	Took a flight	3	2	1	0
		.8%	1.2%	.7%	.0%
	Playground/Little league/Batting cages	27	17	9	0
		6.8%	9.3%	6.4%	.0%
	Community event	26	12	13	1
	6.5%	6.6%	9.2%	3.1%	
Government offices	3	0	0	0	
	.7%	.1%	.2%	.0%	
Christmas/Santa event	15	14	0	0	
	3.8%	7.6%	.1%	.0%	
Family event	2	0	1	0	
	.4%	.1%	.9%	1.0%	
Skydiving	0	0	0	0	
	.1%	.1%	.0%	.0%	
Other	42	18	13	8	
	10.5%	9.7%	9.0%	27.2%	
Not sure/DK/NA	0	0	0	0	
	.1%	.0%	.0%	.0%	

	Second Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	20	24
Airport 50th Anniversary events	0	0
Airshow	2	1
Business meeting/Community meeting/Meetings	12.5%	4.7%
Directions	2	3
Food	12.6%	11.9%
Just to see it/curiosity	0	0
Parking	.0%	.0%
Pick-up or drop-off others	7	8
Rental car	37.6%	33.0%
Restroom	5	6
Work there	26.0%	25.6%
Took a flight	0	2
Playground/Little league/Batting cages	.0%	6.6%
Community event	0	0
Government offices	0	1
Christmas/Santa event	.0%	3.8%
Family event	0	0
Skydiving	0	2
Other	.0%	6.8%
Not sure/DK/NA	0	0
	.0%	.0%
	0	0
	0	1
	.0%	3.8%
	.0%	.0%
	11.4%	.0%
	0	1
	.0%	4.5%
	0	0
	.0%	.0%
	0	0
	.0%	.0%
	0	3
	.0%	12.9%
	0	0
	1.2%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events			a	a
	Airshow	C			
	Business meeting/Community meeting/Meetings				
	Directions			a	a
	Food				
	Just to see it/curiosity				
	Parking			a	a
	Pick-up or drop-off others				
	Rental car				a
	Restroom			a	a
	Work there			a	a
	Took a flight			a	a
	Playground/Little league/Batting cages			a	a
	Community event				a
	Government offices			a	A B
	Christmas/Santa event	B		a	a
	Family event				a
	Skydiving		a	a	a
	Other			A B	a
	Not sure/DK/NA	a	a	a	

Comparisons of Column Proportions^{b,c}

	Second Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
Airport 50th Anniversary events	
Airshow	
Business meeting/Community meeting/Meetings	a
Directions	.
Food	
Just to see it/curiosity	A
Parking	
Pick-up or drop-off others	
Rental car	a
Restroom	.
Work there	a
Took a flight	.
Playground/Little league/Batting cages	a
Community event	a
Government offices	.
Christmas/Santa event	a
Family event	.
Skydiving	.
Other	a
Not sure/DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Shift			
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both
Total	398	58	13	267
Airport 50th Anniversary events	10	0	0	10
	2.5%	.0%	.0%	3.7%
Airshow	78	8	0	65
	19.5%	13.7%	.0%	24.5%
Business meeting/Community meeting/Meetings	86	10	2	65
	21.6%	17.6%	12.1%	24.4%
Directions	0	0	0	0
	.1%	.7%	.0%	.0%
Food	190	15	6	141
	47.8%	26.4%	44.4%	52.9%
Just to see it/curiosity	43	0	5	31
	10.8%	.0%	41.0%	11.6%
Parking	10	1	0	7
	2.5%	1.9%	.0%	2.6%
Pick-up or drop-off others	43	7	0	36
	10.9%	12.1%	.0%	13.5%
Rental car	22	6	0	15
	5.6%	9.7%	.0%	5.7%
Restroom	8	0	0	8
	2.1%	.0%	.0%	3.1%
Work there	8	1	0	5
	2.0%	1.9%	.0%	1.9%
Took a flight	3	0	0	3
	.8%	.0%	.0%	1.1%
Playground/Little league/Batting cages	27	1	0	25
	6.8%	2.2%	.0%	9.3%
Community event	26	8	0	17
	6.5%	14.2%	.0%	6.3%
Government offices	3	0	0	0
	.7%	.5%	.0%	.1%
Christmas/Santa event	15	7	0	7
	3.8%	12.4%	.0%	2.6%
Family event	2	0	0	1
	.4%	.0%	2.4%	.5%
Skydiving	0	0	0	0
	.1%	.0%	.0%	.1%
Other	42	5	4	26
	10.5%	8.0%	31.2%	9.7%
Not sure/DK/NA	0	0	0	0
	.1%	.0%	.0%	.0%

21. For what reasons did you visit the airport?

	Shift		
	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
Total	37	11	13
Airport 50th Anniversary events	0	0	0
	.0%	.0%	.0%
Airshow	3	1	0
	8.4%	10.1%	.0%
Business meeting/Community meeting/Meetings	6	1	2
	17.5%	8.8%	14.6%
Directions	0	0	0
	.0%	.0%	.0%
Food	20	3	6
	55.6%	22.0%	42.8%
Just to see it/curiosity	1	6	0
	2.0%	50.7%	3.4%
Parking	0	0	1
	.0%	3.6%	9.3%
Pick-up or drop-off others	0	0	0
	1.1%	.0%	.0%
Rental car	1	0	1
	2.1%	.0%	7.2%
Restroom	0	0	0
	.0%	.0%	.0%
Work there	0	0	2
	.0%	.0%	12.7%
Took a flight	0	0	0
	.0%	.0%	.0%
Playground/Little league/Batting cages	0	0	1
	.0%	.0%	7.2%
Community event	1	0	0
	2.5%	.0%	.0%
Government offices	2	0	0
	6.1%	.0%	.0%
Christmas/Santa event	0	0	1
	.0%	.0%	8.4%
Family event	0	0	0
	.0%	.0%	.0%
Skydiving	0	0	0
	.0%	.0%	.0%
Other	4	1	2
	11.2%	13.1%	12.7%
Not sure/DK/NA	0	0	0
	.6%	.0%	.0%

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

	Shift			
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
	(A)	(B)	(C)	(D)
Airport 50th Anniversary events	a	a		a
Airshow	.	a		.
Business meeting/Community meeting/Meetings	.	.		.
Directions	.	a		a
Food	.	.	A	.
Just to see it/curiosity	a	C D		.
Parking	.	a		a
Pick-up or drop-off others	.	.		.
Rental car	.	a		a
Restroom	a	a		a
Work there	.	a		a
Took a flight	a	a		a
Playground/Little league/Batting cages	.	a		a
Community event	.	a		.
Government offices	.	a		C
Christmas/Santa event	C	.		a
Family event	.	.		a
Skydiving	a	a		a
Other	.	.		.
Not sure/DK/NA	a	a	a	.

21. For what reasons did you visit the airport?

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
21. For what reasons did you visit the airport?	Airport 50th Anniversary events	a	.
	Airshow	.	a
	Business meeting/Community meeting/Meetings	.	.
	Directions	a	a
	Food	.	.
	Just to see it/curiosity	C D	.
	Parking	.	a
	Pick-up or drop-off others	.	.
	Rental car	a	a
	Restroom	a	a
	Work there	a	C
	Took a flight	.	a
	Playground/Little league/Batting cages	a	.
	Community event	a	a
	Government offices	a	a
	Christmas/Santa event	a	a
	Family event	a	a
Skydiving	a	a	
Other	.	.	
Not sure/DK/NA	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	527
	Rent	154 29.2%	154 29.2%
	Own	369 69.9%	369 69.9%
	DK/NA	4 .9%	4 .9%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	.
	Own	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	284	240	3
	Rent	154 29.2%	80 28.1%	73 30.4%	1 34.9%
	Own	369 69.9%	202 71.0%	165 68.8%	2 65.1%
	DK/NA	4 .9%	3 .9%	2 .8%	0 .0%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			
	Own			a
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
Total		527	77	101	110	162	70	7
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	154	55	45	29	21	4	0
		29.2%	71.1%	44.3%	26.8%	13.0%	5.1%	.0%
	Own	369	22	54	81	140	66	6
		69.9%	28.9%	53.2%	73.2%	86.1%	94.7%	94.4%
	DK/NA	4	0	3	0	1	0	0
		.9%	.0%	2.5%	.0%	.9%	2.2%	5.6%

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	BCDEF	DE	E			
	Own		A	AB	AB	ABC	A
	DK/NA	a		a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
Total		527	19	60	14	21	33	21	31	6	19
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	154	1	12	7	8	2	8	8	0	0
		29.2%	5.7%	19.3%	52.4%	37.9%	7.3%	39.1%	26.2%	.0%	.0%
	Own	369	18	48	7	13	29	12	23	6	19
		69.9%	94.3%	80.7%	47.6%	62.1%	88.3%	59.1%	73.8%	100.0%	100.0%
	DK/NA	4	0	0	0	0	1	0	0	0	0
		.9%	.0%	.0%	.0%	.0%	4.4%	1.8%	.0%	.0%	.0%

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
Total		5	9	26	49	43	19	42	13	4
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	1	1	5	18	14	1	21	5	4
		22.5%	13.1%	19.3%	36.9%	31.9%	3.9%	48.5%	43.0%	97.5%
	Own	4	8	21	31	29	18	19	7	0
		77.5%	86.9%	80.7%	62.8%	68.1%	96.1%	45.6%	57.0%	2.5%
	DK/NA	0	0	0	0	0	3	0	0	0
		.0%	.0%	.0%	.3%	.0%	.0%	5.9%	.0%	.0%

		Date			
		June 14	June 15	June 16	June 17
Total		9	3	5	76
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	4	0	1	33
		43.0%	.0%	19.7%	43.1%
	Own	5	3	4	43
		57.0%	100.0%	80.3%	56.9%
	DK/NA	0	0	0	0
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent								a	a
	Own	R	P			PR			a	a
	DK/NA	a	a	a	a		a	a	a	a

Comparisons of Column Proportions^{b,c}

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent									
	Own						PR	E		AEO
	DK/NA	a	a	a		a	a		a	a

Comparisons of Column Proportions^{b,c}

		Date			
		June 14	June 15	June 16	June 17
		(S)	(T)	(U)	(V)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		a		E
	Own		a		
	DK/NA	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Zip Code								
		95728	96140	96141	96142	96143	96145	96146	96148	96160
Total	527	10	18	11	12	72	53	19	14	11
Rent	154	3	6	6	0	28	15	10	1	7
	29.2%	27.3%	34.2%	56.3%	.0%	38.6%	28.1%	53.5%	8.7%	62.8%
Own	369	7	12	5	12	42	38	9	13	4
	69.9%	72.7%	65.8%	43.7%	100.0%	57.9%	71.9%	46.5%	90.2%	37.2%
DK/NA	4	0	0	0	0	3	0	0	0	0
	.9%	.0%	.0%	.0%	.0%	3.5%	.0%	.0%	1.1%	.0%

	Total	Zip Code	
		96161	96162
Total	301	71	7
Rent	23.6%	99.9%	
Own	75.8%	.1%	
DK/NA	2	0	
	.6%	.0%	

Comparisons of Column Proportions^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent				a						F H J	
	Own				a		K		K		K	
	DK/NA	a	a	a	a		a	a	K	a	K	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
Total	319	2	26	24	7	70	7
Rent	85	0	11	14	4	12	0
	26.7%	.0%	43.2%	59.5%	63.1%	16.8%	.0%
Own	232	1	15	10	3	58	7
	72.8%	65.1%	56.8%	40.5%	36.9%	82.7%	100.0%
DK/NA	2	1	0	0	0	0	0
	.6%	34.9%	.0%	.0%	.0%	.5%	.0%

	Total	Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
Total	7	6	2	13	42	
Rent	6	2	0	2	9	
	84.5%	36.5%	.0%	16.9%	20.9%	
Own	1	4	2	11	33	
	15.5%	63.5%	100.0%	83.1%	79.1%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	

	Total	Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
Total	24	58	26	5	
Rent	2	15	2	4	
	9.3%	26.5%	8.9%	82.1%	
Own	21	42	24	0	
	90.7%	73.5%	91.1%	4.0%	
DK/NA	0	0	0	1	
	.0%	.0%	.0%	13.8%	

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a		E L N			
	Own		a	a	a	C G O	a
	DK/NA	E	a	a	a		a

Comparisons of Column Proportions^{b,c}

	Total	Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
		(G)	(H)	(I)	(J)	(K)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	E L N		a		
	Own	a	a	a	a	O
	DK/NA	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

	Total	Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
		(L)	(M)	(N)	(O)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			E L N	
	Own	C G O	a	C G O	a
	DK/NA	a	a	a	E

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	19	66	142	92	81
	Rent	154	6	33	53	17	17
		29.2%	29.8%	50.5%	37.5%	18.5%	20.9%
	Own	369	14	32	86	75	64
	69.9%	70.2%	49.3%	60.8%	81.5%	79.1%	
	DK/NA	4	0	0	3	0	0
		.9%	.0%	.2%	1.8%	.0%	.0%

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	48	76	3
	Rent	19	9	0
		39.4%	11.8%	.0%
	Own	29	65	3
	60.6%	85.8%	100.0%	
	DK/NA	0	2	0
		.0%	2.4%	.0%

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		D E G	D G	B C	B
	Own	a			a	a
	DK/NA	.			.	.

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	G		a
	Own		B C F	a
	DK/NA	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	154	369	4
	Rent	154	154	0	0
		29.2%	100.0%	.0%	.0%
	Own	369	0	369	0
	69.9%	.0%	100.0%	.0%	
	DK/NA	4	0	0	4
		.9%	.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a	a	a
	Own	.	.	.
	DK/NA	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	369	365	3
	Own	369	365	3
		100.0%	100.0%	100.0%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Own	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	2	2	8	397	96
	Rent	154	0	0	2	88	51
	Own	369	2	2	6	304	45
	DK/NA	4	0	0	0	4	0
		.9%	.0%	.0%	.0%	1.1%	.0%

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	1	1	7	14
	Rent	1	1	1	10
	Own	0	1	7	4
	DK/NA	0	0	0	0
		.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a.,b	a.,b		E I	D	a.,b
	Own	a.,b	a.,b				a.,b
	DK/NA	a.,b	a.,b	.b		.b	a.,b

Comparisons of Column Proportions^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a		D
	Own	a		
	DK/NA	a.,b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	287	279	9
	Rent	78	78	0
	Own	208	199	9
	DK/NA	1	1	0
		.4%	.4%	.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		
	Own		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	287	2	26	24	7	70	7
	Rent	78	0	11	14	4	12	6
	Own	208	1	15	10	3	58	1
	DK/NA	1	1	0	0	0	0	0
		4%	34.9%	.0%	.0%	.0%	.5%	.0%

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	6	13	42	24	58	9	
	Rent	2	2	9	2	15	0	
	Own	4	11	33	21	42	9	
	DK/NA	0	0	0	0	0	0	
		.0%	.0%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a		E J			E I J L
	Own		a			C F	
	DK/NA	E		a	a		a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport						
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area	
		(G)	(H)	(I)	(J)	(K)	(L)	
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent							
	Own	a	a	F	C F	a	F	
	DK/NA			a	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	18	276	133	100
	Rent	154	6	87	40	20
	Own	369	12	186	92	78
	DK/NA	4	0	3	0	1
		.9%	.0%	1.2%	.3%	.9%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent				
	Own				
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	66	99	163	123	77
	Rent	154	23	26	54	26	26
	Own	369	43	70	108	98	50
	DK/NA	4	0	3	0	0	1
		.9%	.0%	2.9%	.1%	.0%	1.9%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent					
	Own					
	DK/NA	a			a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	82	172	132	88	53
	Rent	154	28	64	30	19	13
	Own	369	53	108	98	69	40
	DK/NA	4	1	0	4	0	0
		.9%	.9%	.1%	2.7%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent					
	Own				a	a
	DK/NA				.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	232	221	33	10	32
	Rent	154	66	66	7	1	13
	Own	369	165	152	25	9	18
	DK/NA	4	1	3	1	0	0
		.9%	.4%	1.3%	2.2%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent					
	Own				a	a
	DK/NA				.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	61	465	1
	Rent	154	8	146	0
	Own	369	52	315	1
	DK/NA	4	0	4	0
		.9%	.6%	.9%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		A	a,b
	Own	B		a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	398	128	1
	Rent	154	101	53	0
	Own	369	296	72	1
	DK/NA	4	2	3	0
		.9%	.4%	2.2%	.0%

Comparisons of Column Proportions^{c, d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		A	a, b
	Own	B		a, b
	DK/NA		A	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	160	188	60	30	89
	Rent	154	27	47	26	13	41
	Own	369	132	139	33	17	47
	DK/NA	4	0	3	1	0	1
		29.2%	17.0%	24.8%	43.7%	42.6%	46.1%
		69.9%	83.0%	73.6%	55.1%	57.4%	52.9%
		.9%	.0%	1.5%	1.2%	.0%	1.0%

Comparisons of Column Proportions^{b, c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			A	A	A B
	Own	C D E	E			
	DK/NA	a			a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					Not sure/No opinion/DK/NA
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	205	195	43	40	43
	Rent	154	47	47	21	21	19
	Own	369	158	145	23	19	23
	DK/NA	4	0	4	0	0	1
		29.2%	22.9%	23.9%	47.6%	51.8%	43.7%
		69.9%	77.0%	74.2%	52.4%	48.2%	54.6%
		.9%	.1%	1.8%	.0%	.0%	1.7%

Comparisons of Column Proportions^{b, c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			A B	A B	
	Own	C D E	C D		a	
	DK/NA			a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	527	78	19	322	65	17
	Rent	154	33	12	61	29	3
	Own	369	45	7	258	35	13
	DK/NA	4	1	0	3	0	1
		29.2%	41.7%	64.3%	19.0%	45.4%	16.5%
		69.9%	57.2%	35.7%	80.1%	54.6%	79.1%
		.9%	1.1%	.0%	.9%	.0%	4.4%

		Shift
		Switch to DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	26
	Rent	16
	Own	10
		60.8%
		39.2%
		.0%

Comparisons of Column Proportions ^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	C	C		C	
	Own			A B D F		
	DK/NA	.	a		.	

Comparisons of Column Proportions ^{b,c}

		Shift
		Switch to DK/NA
		(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	C
	Own	
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
E. Would you consider this residence your primary home, or is it a second home?	Total	369	369
	Primary home	365	365
	Second home	3	3
		.9%	.9%

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
		E. Would you consider this residence your primary home, or is it a second home?	Primary home	.
Second home	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
E. Would you consider this residence your primary home, or is it a second home?	Total	369	202	165	2
	Primary home	365	199	164	2
	Second home	3	2	1	0
		.9%	1.1%	.6%	.0%

Comparisons of Column Proportions ^{c,d}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a,b
	Second home			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
E. Would you consider this residence your primary home, or is it a second home?	Total	369	22	54	81	140	66	6
	Primary home	365	22	54	79	139	65	6
	Second home	3	0	0	1	1	1	0
		.9%	.0%	.0%	1.5%	.7%	1.6%	.0%

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	a				a
	Second home	a	a				a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date								
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2
E. Would you consider this residence your primary home, or is it a second home?	Total	369	18	48	7	13	29	12	23	6
	Primary home	365	18	48	5	12	29	12	23	6
	Second home	3	0	1	1	1	0	0	0	0
		99.1%	100.0%	98.7%	81.6%	94.4%	98.6%	100.0%	100.0%	100.0%
		.9%	.0%	1.3%	18.4%	5.6%	1.4%	.0%	.0%	.0%

		Date							
		June 3	June 4	June 5	June 7	June 8	June 9	June 10	June 11
E. Would you consider this residence your primary home, or is it a second home?	Total	19	4	8	21	31	29	18	19
	Primary home	19	4	8	21	31	29	18	19
	Second home	0	0	0	0	0	0	0	0
		98.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		1.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Date					
		June 12	June 13	June 14	June 15	June 16	June 17
E. Would you consider this residence your primary home, or is it a second home?	Total	7	0	5	3	4	43
	Primary home	7	0	5	3	4	43
	Second home	0	0	0	0	0	0
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		.0%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions c,d

		Date								
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	.	.	.	.	a	a	a	.
	Second home	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions c,d

		Date							
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12
		(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	a	a	a	a	a	a	a
	Second home	.	.	.	.	.	.	.	.

Comparisons of Column Proportions c,d

		Date				
		June 13	June 14	June 15	June 16	June 17
		(R)	(S)	(T)	(U)	(V)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a, b	a	a	a	a
	Second home	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code								
		Total	95728	96140	96141	96142	96143	96145	96146	96148
E. Would you consider this residence your primary home, or is it a second home?	Total	369	7	12	5	12	42	38	9	13
	Primary home	365	7	12	5	12	42	38	9	13
	Second home	3	1	0	0	0	0	0	0	0
		99.1%	91.6%	100.0%	100.0%	100.0%	100.0%	100.0%	97.4%	100.0%
		.9%	8.4%	.0%	.0%	.0%	.0%	.0%	2.6%	.0%

		Zip Code		
		96160	96161	96162
E. Would you consider this residence your primary home, or is it a second home?	Total	4	228	0
	Primary home	4	226	0
	Second home	0	2	0
		100.0%	99.0%	100.0%
		.0%	1.0%	.0%

Comparisons of Column Proportions c,d

		Zip Code									
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.	a	a	a	a	a	.	a	a	.
	Second home	.	.	.	.	.	.	.	.	.	.

Comparisons of Column Proportions c,d

		Zip Code
		96162
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a, b
	Second home	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
E. Would you consider this residence your primary home, or is it a second home?	Total	232	1	15	10	3	58
	Primary home	230	1	13	10	3	57
	Second home	2	0	1	0	0	1
		99.0%	100.0%	91.8%	100.0%	100.0%	98.7%
		1.0%	.0%	8.2%	.0%	.0%	1.3%

		Neighborhood				
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights
E. Would you consider this residence your primary home, or is it a second home?	Total	7	1	4	2	11
	Primary home	7	1	4	2	11
	Second home	0	0	0	0	0
		100.0%	100.0%	89.9%	100.0%	100.0%
		.0%	.0%	10.1%	.0%	.0%

		Neighborhood				
		Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other	DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	33	21	42	24	0
	Primary home	33	21	42	24	0
	Second home	0	0	0	0	0
		100.0%	100.0%	100.0%	100.0%	100.0%
		.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{c,d}

		Neighborhood					
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
		(A)	(B)	(C)	(D)	(E)	(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a,,b		.b	.b		.b
	Second home	a,,b		.b	.b		.b

Comparisons of Column Proportions^{c,d}

		Neighborhood				
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows
		(G)	(H)	(I)	(J)	(K)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a,,b		.b	.b	.b
	Second home	a,,b		.b	.b	.b

Comparisons of Column Proportions^{c,d}

		Neighborhood			
		Prosser	Tahoe Donner	Other	DK/NA
		(L)	(M)	(N)	(O)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.b	.b	.b	a,,b
	Second home	.b	.b	.b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
E. Would you consider this residence your primary home, or is it a second home?	Total	369	14	32	86	75
	Primary home	365	12	32	86	74
	Second home	3	1	0	0	1
		99.1%	91.2%	100.0%	100.0%	98.7%
		.9%	8.8%	.0%	.0%	1.3%

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	64	29	65	3
	Primary home	63	29	64	3
	Second home	0	0	1	0
		99.3%	100.0%	99.1%	100.0%
		.7%	.0%	.9%	.0%

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home		a	a		
	Second home		a	a		

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a		a
	Second home	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own	
		Total	Own
E. Would you consider this residence your primary home, or is it a second home?	Total	369	369
	Primary home	365 99.1%	365 99.1%
	Second home	3 .9%	3 .9%

Comparisons of Column Proportions ^{a,b}

		Rent/Own
		Own (A)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.
	Second home	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
E. Would you consider this residence your primary home, or is it a second home?	Total	369	365	3
	Primary home	365 99.1%	365 100.0%	0 .0%
	Second home	3 .9%	0 .0%	3 100.0%

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home (A)	Second home (B)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	. _a	. _a
	Second home	. _a	. _a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
E. Would you consider this residence your primary home, or is it a second home?	Total	369	2	2	6	304	45
	Primary home	365 99.1%	2 100.0%	2 100.0%	4 78.5%	302 99.3%	45 100.0%
	Second home	3 .9%	0 .0%	0 .0%	1 21.5%	2 .7%	0 .0%

		Ethnic Group		
		Some other race	Two or more races	DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	1	7	4
	Primary home	1 100.0%	7 100.0%	4 100.0%
	Second home	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group				
		African-American/Black (A)	American Indian/Alaska Native (B)	Asian (C)	Caucasian/White (D)	Hispanic/Latino (E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	. _{a,b}	. _{a,b}		C	. _b
	Second home	. _{a,b}	. _{a,b}	D		. _b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race (F)	Two or more races (G)	DK/NA (H)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	. _{a,b}	. _b	. _b
	Second home	. _{a,b}	. _b	. _b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
E. Would you consider this residence your primary home, or is it a second home?	Total	208	199	9
	Primary home	206 98.9%	197 98.8%	9 100.0%
	Second home	2 1.1%	2 1.2%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
E. Would you consider this residence your primary home, or is it a second home?	Primary home		a
	Second home		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore
E. Would you consider this residence your primary home, or is it a second home?	Total	208	1	15	10	3	58
	Primary home	206	1	13	10	3	57
	Second home	2	0	1	0	0	1
		1.1%	.0%	8.2%	.0%	.0%	1.3%

		Vicinity of Airport				
		Martis Valley Estates	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
E. Would you consider this residence your primary home, or is it a second home?	Total	1	4	11	33	21
	Primary home	1	4	11	33	21
	Second home	0	0	0	0	0
		100.0%	89.9%	100.0%	100.0%	100.0%

		Vicinity of Airport	
		Tahoe Donner	Not in Area
E. Would you consider this residence your primary home, or is it a second home?	Total	42	9
	Primary home	42	9
	Second home	0	0
		100.0%	100.0%

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a,b		.b	.b		a,b
	Second home	a,b		.b	.b		a,b

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport				
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(G)	(H)	(I)	(J)	(K)
E. Would you consider this residence your primary home, or is it a second home?	Primary home		.b	.b	.b	.b
	Second home		.b	.b	.b	.b

Comparisons of Column Proportions ^{c,d}

		Vicinity of Airport
		Not in Area
		(L)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.b
	Second home	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	369	12	186	92	78
	Primary home	365	12	184	91	78
	Second home	3	0	2	1	0
		99.1%	100.0%	98.9%	98.8%	100.0%
		.9%	.0%	1.1%	1.2%	.0%

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a			a
	Second home	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	
E. Would you consider this residence your primary home, or is it a second home?	Total	369	43	70	108	98	
	Primary home	365	43	69	107	97	
	Second home	3	0	1	1	1	
			99.1%	100.0%	99.0%	98.7%	98.9%

		Reduce Number of Flights
		Not sure/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	50
	Primary home	50
	Second home	0
		100.0%
		0
		.0%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	.	.	.	a
	Second home	a	.	.	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	
E. Would you consider this residence your primary home, or is it a second home?	Total	369	53	108	98	69	
	Primary home	365	53	107	95	69	
	Second home	3	0	0	3	0	
			99.1%	100.0%	99.6%	97.2%	100.0%
			.9%	.0%	.4%	2.8%	.0%

		Remain the Way it Is
		Not sure/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	40
	Primary home	40
	Second home	0
		100.0%
		0
		.0%

Comparisons of Column Proportions^{b,c}

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	.	.	a	a
	Second home	a	.	.	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	
E. Would you consider this residence your primary home, or is it a second home?	Total	369	165	152	25	9	
	Primary home	365	165	151	23	8	
	Second home	3	0	1	2	0	
			99.1%	99.9%	99.6%	92.1%	95.3%
			.9%	.1%	.4%	7.9%	4.7%

		Manage the Growth of Operations
		Not sure/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	18
	Primary home	18
	Second home	0
		100.0%
		0
		.0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	C	C	.	.	a
	Second home	.	.	A B	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport				
		Total	Yes	No	Not sure/DK/NA	
E. Would you consider this residence your primary home, or is it a second home?	Total	369	52	315	1	
	Primary home	365	52	312	1	
	Second home	3	1	3	0	
			.9%	1.2%	.8%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a,,b
	Second home			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons				
		Total	Yes	No	Not sure/DK/NA	
E. Would you consider this residence your primary home, or is it a second home?	Total	369	296	72	1	
	Primary home	365	294	71	1	
	Second home	3	2	1	0	
			.9%	.8%	1.3%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a,,b
	Second home			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
E. Would you consider this residence your primary home, or is it a second home?	Total	369	132	139	33	17
	Primary home	365	131	138	33	17
	Second home	3	1	1	0	0
			.9%	.9%	.9%	.0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	47
	Primary home	46
	Second home	1
		1.5%

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a	a	
	Second home			a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
E. Would you consider this residence your primary home, or is it a second home?	Total	369	158	145	23	19
	Primary home	365	157	144	23	19
	Second home	3	1	1	0	0
			.9%	.8%	.5%	.0%

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	23
	Primary home	22
	Second home	1
		5.1%

Comparisons of Column Proportions ^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a	a	
	Second home			a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift				
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
E. Would you consider this residence your primary home, or is it a second home?	Total	369	45	7	258	35
	Primary home	365	44	7	257	35
	Second home	3	1	0	1	0
		.9%	1.6%	.0%	.5%	.0%

		Shift	
		DK/NA on Both	Switch to DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	13	10
	Primary home	13	9
	Second home	0	1
		100.0%	88.4%
		.0%	11.6%

Comparisons of Column Proportions ^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home		a	F	a	a
	Second home		a		a	a

Comparisons of Column Proportions ^{b,c}

		Shift
		Switch to DK/NA
		(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	
	Second home	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
F. What is your age?	Total	527	527
	18 to 29	77	77
		14.7%	14.7%
	30 to 39	101	101
		19.2%	19.2%
	40 to 49	110	110
		20.9%	20.9%
50 to 64	162	162	
	30.8%	30.8%	
65 and over	70	70	
	13.2%	13.2%	
DK/NA	7	7	
	1.2%	1.2%	

Comparisons of Column Proportions ^{a,b}

		Total
		Total (A)
F. What is your age?	18 to 29	.
	30 to 39	.
	40 to 49	.
	50 to 64	.
	65 and over	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
F. What is your age?	Total	527	284	240	3
	18 to 29	77	47	31	0
		14.7%	16.4%	12.9%	.0%
	30 to 39	101	47	54	1
		19.2%	16.4%	22.3%	34.9%
	40 to 49	110	58	52	0
		20.9%	20.4%	21.7%	.0%
	50 to 64	162	88	72	2
	30.8%	31.0%	30.0%	65.1%	
65 and over	70	43	27	0	
	13.2%	15.1%	11.2%	.0%	
DK/NA	7	2	5	0	
	1.2%	.7%	1.9%	.0%	

Comparisons of Column Proportions ^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
F. What is your age?	18 to 29			a
	30 to 39			
	40 to 49			a
	50 to 64			
	65 and over			a
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
F. What is your age?	Total	527	77	101	110	162	70	7
	18 to 29	77	100.0%	.0%	.0%	.0%	.0%	.0%
		14.7%	100.0%	.0%	.0%	.0%	.0%	.0%
	30 to 39	101	0	100.0%	.0%	.0%	.0%	.0%
		19.2%	.0%	100.0%	.0%	.0%	.0%	.0%
	40 to 49	110	0	0	100.0%	.0%	.0%	.0%
		20.9%	.0%	.0%	100.0%	.0%	.0%	.0%
	50 to 64	162	0	0	0	100.0%	.0%	.0%
	30.8%	.0%	.0%	.0%	100.0%	.0%	.0%	
65 and over	70	0	0	0	0	100.0%	.0%	
	13.2%	.0%	.0%	.0%	.0%	100.0%	.0%	
DK/NA	7	0	0	0	0	0	100.0%	
	1.2%	.0%	.0%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions ^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
F. What is your age?	18 to 29	a	a	a	a	a	a
	30 to 39	a	a	a	a	a	a
	40 to 49	a	a	a	a	a	a
	50 to 64	a	a	a	a	a	a
	65 and over	a	a	a	a	a	a
	DK/NA	a	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
F. What is your age?	Total	527	19	60	14	21	33	21	31	6	19
	18 to 29	77	0	11	0	3	0	7	0	0	4
		14.7%	.0%	18.3%	.0%	16.2%	.0%	34.0%	.0%	.0%	18.3%
	30 to 39	101	9	15	0	3	1	2	10	1	0
		19.2%	48.1%	24.7%	.0%	12.3%	3.9%	10.3%	31.7%	17.3%	.0%
	40 to 49	110	4	12	8	6	8	2	11	1	1
		20.9%	22.7%	19.2%	61.2%	30.7%	22.7%	10.8%	34.8%	19.7%	3.8%
	50 to 64	162	4	15	4	6	17	2	9	4	9
	30.8%	18.8%	25.8%	31.0%	26.9%	51.3%	10.2%	29.1%	56.3%	49.0%	
65 and over	70	2	7	1	3	7	7	0	0	6	
	13.2%	10.5%	12.0%	7.8%	13.9%	21.0%	32.9%	1.3%	6.6%	29.0%	
DK/NA	7	0	0	0	0	0	0	1	0	0	
	1.2%	.0%	.0%	.0%	.0%	1.1%	1.8%	3.0%	.0%	.0%	

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
F. What is your age?	Total	5	9	26	49	43	19	42	13	4
	18 to 29	0	0	3	4	8	0	10	0	4
		.0%	.0%	10.9%	7.5%	19.2%	.0%	22.8%	.0%	90.1%
	30 to 39	1	0	1	20	1	2	11	6	0
		22.5%	.0%	5.7%	41.6%	2.7%	12.5%	25.4%	46.7%	7.4%
	40 to 49	0	3	9	9	15	2	5	0	0
		.0%	37.2%	33.0%	19.1%	33.7%	9.7%	12.8%	.0%	.0%
	50 to 64	1	5	11	12	14	9	9	5	0
	30.7%	53.8%	41.0%	25.0%	33.1%	46.1%	21.5%	39.5%	.0%	
65 and over	2	1	2	3	5	6	7	2	0	
	34.8%	9.0%	9.4%	6.1%	11.3%	31.7%	16.1%	13.9%	2.5%	
DK/NA	1	0	0	0	0	0	1	0	0	
	11.9%	.0%	.0%	.8%	.0%	.0%	1.4%	.0%	.0%	

		Date			
		June 14	June 15	June 16	June 17
F. What is your age?	Total	9	3	5	76
	18 to 29	42.9%	.0%	.0%	26.9%
	30 to 39	11.9%	88.3%	27.6%	16.2%
	40 to 49	21.6%	.0%	19.7%	13.9%
	50 to 64	21.3%	.0%	38.4%	28.6%
	65 and over	2.3%	11.7%	14.4%	9.9%
	DK/NA	.0%	.0%	.0%	4.5%

Comparisons of Column Proportions^{b,c}

		Date									
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
F. What is your age?	18 to 29	a		a		a		a	a	a	a
	30 to 39	E	N								
	40 to 49			I	P	V					
	50 to 64										a
	65 and over										
	DK/NA	a	a	a	a				a	a	

Comparisons of Column Proportions^{b,c}

		Date								
		June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14
		(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)
F. What is your age?	18 to 29	a				a		a	L	M
	30 to 39	a						N		
	40 to 49			E	N			a	a	
	50 to 64									
	65 and over									
	DK/NA	a	a			a	a		a	a

Comparisons of Column Proportions^{b,c}

		Date		
		June 15	June 16	June 17
		(T)	(U)	(V)
F. What is your age?	18 to 29	a		
	30 to 39	E	L	N
	40 to 49	a		
	50 to 64	a		
	65 and over			
	DK/NA	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code									
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160
F. What is your age?	Total	527	10	18	11	12	72	53	19	14	11
	18 to 29	77	0	4	4	0	5	4	10	0	2
	30 to 39	101	4	3	6	0	11	9	1	7	0
	40 to 49	110	1	5	0	0	15	10	2	1	5
	50 to 64	162	3	3	1	9	26	27	2	5	0
	65 and over	70	2	2	0	0	15	4	5	1	4
	DK/NA	7	0	1	0	3	0	0	0	0	0

		Zip Code	
		96161	96162
F. What is your age?	Total	301	7
	18 to 29	43	7
	30 to 39	59	0
	40 to 49	72	0
	50 to 64	87	0
	65 and over	37	0
	DK/NA	3	0

Comparisons of Column Proportions^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
F. What is your age?	18 to 29	a			a		E F J	a			B E F...	
	30 to 39			G a	a			G	a			
	40 to 49				a							
	50 to 64				G l a							
	65 and over				a							
	DK/NA	a		a	J	a	a		a		a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
F. What is your age?	Total	319	2	26	24	7	70	7
	18 to 29	52	0	6	7	4	0	0
		16.2%	.0%	21.9%	30.4%	52.7%	.0%	.0%
	30 to 39	59	0	2	3	0	15	0
		18.6%	.0%	8.4%	13.3%	.0%	21.4%	.0%
	40 to 49	76	0	5	12	0	22	4
		24.0%	.0%	18.2%	50.5%	.0%	31.8%	62.8%
	50 to 64	87	1	9	1	3	23	2
	27.3%	69.9%	35.3%	3.1%	47.3%	33.3%	25.3%	
65 and over	41	1	4	1	0	8	0	
	13.0%	30.1%	16.2%	2.7%	.0%	11.6%	6.3%	
DK/NA	3	0	0	0	0	1	0	
	.9%	.0%	.0%	.0%	.0%	1.9%	5.6%	

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
F. What is your age?	Total	7	6	2	13	42	24
	18 to 29	0	0	0	0	12	4
		.0%	.0%	.0%	.0%	28.2%	15.7%
	30 to 39	6	2	0	6	10	1
		84.5%	36.5%	.0%	43.5%	24.8%	5.4%
	40 to 49	0	0	0	3	11	7
		.0%	.0%	.0%	24.4%	25.7%	27.7%
	50 to 64	1	0	2	4	7	10
	9.9%	.0%	100.0%	29.1%	16.9%	42.2%	
65 and over	0	4	0	0	1	2	
	5.6%	54.6%	.0%	3.1%	3.5%	8.0%	
DK/NA	0	1	0	0	0	0	
	.0%	8.8%	.0%	.0%	.9%	1.0%	

		Neighborhood			
		Tahoe Donner	Other	DK/NA	
F. What is your age?	Total	58	26	5	
	18 to 29	16	0	4	
		27.6%	.0%	74.1%	
	30 to 39	11	2	0	
		18.6%	9.1%	.0%	
	40 to 49	7	6	0	
		12.2%	23.0%	.0%	
	50 to 64	15	8	1	
	26.3%	29.0%	13.8%		
65 and over	9	10	1		
	15.3%	39.0%	12.1%		
DK/NA	0	0	0		
	.0%	.0%	.0%		

Comparisons of Column Proportions^{b,c}

		Neighborhood						
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
F. What is your age?	18 to 29	a			a	a	a	a
	30 to 39				a			a
	40 to 49	a		M	a		M	B C E L M N
	50 to 64				a			a
	65 and over				a			a
	DK/NA	a	a	a	a			a

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(H)	(I)	(J)	(K)	(L)	(M)
F. What is your age?	18 to 29	a	a	a			
	30 to 39		a				
	40 to 49		a				
	50 to 64		a				
	65 and over		a				
	DK/NA	K	a	a	a		a

Comparisons of Column Proportions^{b,c}

		Neighborhood	
		Other	DK/NA
		(N)	(O)
F. What is your age?	18 to 29	a	
	30 to 39		a
	40 to 49		a
	50 to 64		
	65 and over	K	a
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
F. What is your age?	Total	527	19	66	142	92	81
	18 to 29	77	7	20	20	8	15
		14.7%	38.5%	30.8%	14.1%	8.5%	18.4%
	30 to 39	101	1	13	55	24	5
		19.2%	6.6%	19.6%	38.6%	26.5%	5.8%
	40 to 49	110	6	15	36	26	14
		20.9%	30.4%	22.6%	25.5%	28.1%	17.6%
	50 to 64	162	4	16	25	24	39
	30.8%	19.2%	24.2%	17.4%	25.5%	47.8%	
65 and over	70	1	2	5	10	7	
	13.2%	5.3%	2.9%	3.4%	10.6%	9.1%	
DK/NA	7	0	0	1	1	1	
	1.2%	.0%	.0%	.9%	.9%	1.2%	

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
F. What is your age?	Total	48	76	3
	18 to 29	7	0	0
		14.9%	.0%	.0%
	30 to 39	1	2	0
		2.2%	2.7%	.0%
	40 to 49	4	9	0
		8.8%	11.3%	.0%
	50 to 64	23	33	0
	47.6%	43.3%	.0%	
65 and over	13	32	0	
	26.5%	42.3%	.0%	
DK/NA	0	0	3	
	.0%	.5%	100.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence				
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29	D	D			
	30 to 39		G	E F G	E F G	
	40 to 49					
	50 to 64					C D
	65 and over					
	DK/NA	a	a			

Comparisons of Column Proportions^{b,c}

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
		(F)	(G)	(H)
F. What is your age?	18 to 29		a	a
	30 to 39		.	a
	40 to 49			a
	50 to 64	C	C	a
	65 and over	B C	B C D E	a
	DK/NA	.	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
F. What is your age?	Total	527	154	369	4
	18 to 29	77	55	22	0
		14.7%	35.8%	6.1%	.0%
	30 to 39	101	45	54	3
		19.2%	29.1%	14.6%	55.8%
	40 to 49	110	29	81	0
		20.9%	19.1%	21.9%	.0%
	50 to 64	162	21	140	1
	30.8%	13.7%	37.9%	32.4%	
65 and over	70	4	66	0	
	13.2%	2.3%	17.9%	3.6%	
DK/NA	7	0	6	0	
	1.2%	.0%	1.7%	8.2%	

Comparisons of Column Proportions ^{b,c}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
F. What is your age?			
18 to 29	B		a
30 to 39	B		.
40 to 49			a
50 to 64		A	.
65 and over		A	.
DK/NA			A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
F. What is your age?	Total	369	365	3
	18 to 29	22	22	0
		6.1%	6.1%	.0%
	30 to 39	54	54	0
		14.6%	14.7%	.0%
	40 to 49	81	79	1
		21.9%	21.7%	37.7%
	50 to 64	140	139	1
	37.9%	37.9%	30.0%	
65 and over	66	65	1	
	17.9%	17.8%	32.4%	
DK/NA	6	6	0	
	1.7%	1.7%	.0%	

Comparisons of Column Proportions ^{b,c}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
F. What is your age?		
18 to 29		a
30 to 39		.
40 to 49		a
50 to 64		.
65 and over		.
DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
F. What is your age?	Total	527	2	2	8	397	96
	18 to 29	77	0	0	0	65	7
		14.7%	.0%	.0%	.0%	16.4%	7.4%
	30 to 39	101	0	0	2	74	18
		19.2%	.0%	.0%	24.8%	18.7%	19.2%
	40 to 49	110	0	1	5	69	31
		20.9%	.0%	59.9%	57.8%	17.5%	32.4%
	50 to 64	162	2	1	1	128	25
	30.8%	100.0%	40.1%	17.4%	32.3%	25.9%	
65 and over	70	0	0	0	54	14	
	13.2%	.0%	.0%	.0%	13.6%	15.0%	
DK/NA	7	0	0	0	6	0	
	1.2%	.0%	.0%	.0%	1.6%	.0%	

	Ethnic Group			
	Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
Total	1	1	7	14
18 to 29	1 100.0%	0 .0%	0 .0%	5 33.9%
30 to 39	0 .0%	0 28.6%	3 34.0%	4 28.0%
40 to 49	0 .0%	1 71.1%	1 9.7%	2 17.2%
50 to 64	0 .0%	0 .3%	4 55.6%	2 11.0%
65 and over	0 .0%	0 .0%	0 .7%	1 8.2%
DK/NA	0 .0%	0 .0%	0 .0%	0 1.6%

Comparisons of Column Proportions^{c,d}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
18 to 29	a,b	a,b	b			a,b
30 to 39	a,b	a,b				a,b
40 to 49	a,b	a	D		D	a,b
50 to 64	a,b	a				a,b
65 and over	a,b	a,b	b			a,b
DK/NA	a,b	a,b	b		b	a,b

Comparisons of Column Proportions^{c,d}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
18 to 29	a,b	b	E
30 to 39	a		
40 to 49	a		
50 to 64	a		
65 and over	a,b	b	
DK/NA	a,b	b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
Total	287	279	9
18 to 29	48 16.6%	48 17.2%	0 .0%
30 to 39	57 19.8%	57 20.5%	0 .0%
40 to 49	70 24.5%	66 23.8%	4 46.0%
50 to 64	79 27.4%	75 26.8%	4 45.2%
65 and over	31 10.6%	30 10.8%	0 4.6%
DK/NA	3 1.0%	2 .9%	0 4.1%

Comparisons of Column Proportions^{b,c}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
18 to 29		a
30 to 39		a
40 to 49		a
50 to 64		
65 and over		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
Total	287	2	26	24	7	70	7
18 to 29	48 16.6%	0 .0%	6 21.9%	7 30.4%	4 52.7%	0 .0%	0 .0%
30 to 39	57 19.8%	0 .0%	2 8.4%	3 13.3%	0 .0%	15 21.4%	6 84.5%
40 to 49	70 24.5%	0 .0%	5 18.2%	12 50.5%	0 .0%	22 31.8%	0 .0%
50 to 64	79 27.4%	1 69.9%	9 35.3%	1 3.1%	3 47.3%	23 33.3%	1 9.9%
65 and over	31 10.6%	1 30.1%	4 16.2%	1 2.7%	0 .0%	8 11.6%	0 5.6%
DK/NA	3 1.0%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.9%	0 .0%

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
F. What is your age?	Total	6	13	42	24	58	9
	18 to 29	0	0	12	4	16	0
	30 to 39	2	6	10	1	11	0
	40 to 49	0	3	11	7	7	4
	50 to 64	0	4	7	10	15	4
	65 and over	4	0	1	2	9	0
	DK/NA	1	0	0	0	0	0
			8.8%	.0%	.9%	1.0%	.0%	4.1%

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)
F. What is your age?	18 to 29	a			a	a	
	30 to 39				a		B C E J K
	40 to 49	a		K	a		a
	50 to 64				a		
	65 and over				a		
	DK/NA	a	a	a	a		a

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(G)	(H)	(I)	(J)	(K)	(L)
F. What is your age?	18 to 29	a	a				a
	30 to 39						a
	40 to 49						
	50 to 64						
	65 and over	C I					
	DK/NA		a			a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
F. What is your age?	Total	527	18	276	133	100
	18 to 29	77	4	53	12	8
	30 to 39	101	1	52	29	19
	40 to 49	110	1	53	40	16
	50 to 64	162	10	73	39	40
	65 and over	70	1	41	11	16
	DK/NA	7	0	4	2	0
			14.7%	21.5%	19.3%	8.8%	8.5%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
F. What is your age?	18 to 29		C		
	30 to 39				
	40 to 49				
	50 to 64	B			B
	65 and over				
	DK/NA	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
F. What is your age?	Total	527	66	99	163	123	77
	18 to 29	77	8	15	40	8	7
	30 to 39	101	16	21	25	22	17
	40 to 49	110	15	20	32	25	18
	50 to 64	162	20	34	41	42	25
	65 and over	70	5	7	25	23	10
	DK/NA	7	1	0	1	4	0
			14.7%	11.9%	15.6%	24.5%	6.4%	8.5%

Comparisons of Column Proportions^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
F. What is your age?					
18 to 29					
30 to 39					
40 to 49					
50 to 64					
65 and over					
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	527	82	172	132	88	53
18 to 29	77	8	26	24	11	9
30 to 39	101	15	40	19	17	9
40 to 49	110	11	35	31	18	15
50 to 64	162	40	48	41	22	11
65 and over	70	7	24	15	15	8
DK/NA	7	1	0	1	5	0

Comparisons of Column Proportions^{b,c}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
F. What is your age?					
18 to 29					
30 to 39					
40 to 49					
50 to 64					
65 and over					
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
Total	527	232	221	33	10	32
18 to 29	77	37	33	0	0	7
30 to 39	101	35	55	7	1	2
40 to 49	110	46	48	7	2	7
50 to 64	162	71	58	15	5	14
65 and over	70	39	25	3	1	2
DK/NA	7	5	1	0	0	0

Comparisons of Column Proportions^{b,c}

	Total	Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?						
18 to 29						
30 to 39						
40 to 49						
50 to 64						
65 and over						
DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
Total	527	61	465	1
18 to 29	77	8	70	0
30 to 39	101	7	93	1
40 to 49	110	8	102	0
50 to 64	162	28	134	0
65 and over	70	6	64	0
DK/NA	7	5	2	0

Comparisons of Column Proportions ^{c,d}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
F. What is your age?			
18 to 29			a,b
30 to 39			a,b
40 to 49			a,b
50 to 64	B		a,b
65 and over			a,b
DK/NA	B		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
F. What is your age?	Total	527	398	128	1
	18 to 29	77 14.7%	67 16.9%	10 8.0%	0 .0%
	30 to 39	101 19.2%	74 18.6%	27 21.1%	0 .0%
	40 to 49	110 20.9%	84 21.2%	26 19.9%	0 .0%
	50 to 64	162 30.8%	110 27.6%	51 40.1%	1 100.0%
	65 and over	70 13.2%	58 14.6%	12 9.0%	0 .0%
	DK/NA	7 1.2%	4 1.1%	2 1.8%	0 .0%

Comparisons of Column Proportions ^{c,d}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
F. What is your age?			
18 to 29	B		a,b
30 to 39			a,b
40 to 49			a,b
50 to 64		A	a,b
65 and over			a,b
DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
F. What is your age?	Total	527	160	188	60	30	89
	18 to 29	77 14.7%	16 9.9%	26 13.5%	8 12.7%	7 22.6%	22 24.5%
	30 to 39	101 19.2%	22 14.0%	37 19.6%	19 31.4%	3 8.6%	20 23.0%
	40 to 49	110 20.9%	37 23.1%	41 21.6%	6 9.6%	13 44.1%	14 15.2%
	50 to 64	162 30.8%	54 34.0%	55 29.4%	24 40.6%	6 18.7%	23 25.3%
	65 and over	70 13.2%	30 18.7%	25 13.4%	3 4.7%	2 5.3%	10 11.6%
	DK/NA	7 1.2%	1 .4%	5 2.6%	1 1.0%	0 .8%	0 .4%

Comparisons of Column Proportions^{a,b}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29			A		A
	30 to 39					
	40 to 49				C E	
	50 to 64					
	65 and over					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
F. What is your age?	Total	527	205	195	43	40	43
	18 to 29	77	37	17	12	5	7
		14.7%	17.9%	8.9%	26.7%	12.7%	15.7%
	30 to 39	101	40	39	9	9	5
		19.2%	19.5%	19.8%	20.8%	21.4%	11.4%
	40 to 49	110	30	58	3	15	5
		20.9%	14.4%	29.5%	7.1%	36.4%	11.8%
	50 to 64	162	62	55	16	10	20
	30.8%	30.0%	28.0%	37.4%	24.5%	46.2%	
65 and over	70	36	22	3	1	6	
	13.2%	17.7%	11.4%	8.0%	2.9%	15.0%	
DK/NA	7	1	5	0	1	0	
	1.2%	.5%	2.5%	.0%	2.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29			B		
	30 to 39					
	40 to 49		A C		A C	
	50 to 64					
	65 and over			a		
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
F. What is your age?	Total	527	78	19	322	65	17
		77	17	9	37	8	0
	18 to 29	14.7%	21.3%	47.9%	11.6%	11.8%	.0%
	30 to 39	101	19	4	59	14	4
		19.2%	24.8%	20.3%	18.4%	21.3%	23.0%
	40 to 49	110	14	0	73	18	1
		20.9%	17.7%	.0%	22.8%	27.4%	5.5%
	50 to 64	162	21	5	95	21	9
	30.8%	26.5%	28.5%	29.6%	32.0%	52.5%	
65 and over	70	7	1	51	4	3	
	13.2%	9.2%	3.2%	15.9%	6.2%	19.1%	
DK/NA	7	0	0	5	1	0	
	1.2%	.5%	.0%	1.7%	1.3%	.0%	

		Shift
		Switch to DK/NA
F. What is your age?	Total	26
	18 to 29	7
		25.6%
	30 to 39	1
		4.1%
	40 to 49	4
		15.7%
	50 to 64	11
	42.3%	
65 and over	3	
	12.4%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29		C D			a
	30 to 39					
	40 to 49					
	50 to 64		a			
	65 and over					
	DK/NA					

Comparisons of Column Proportions^{b,c}

	Shift
	Switch to DK/NA
	(F)
F. What is your age?	
18 to 29	
30 to 39	
40 to 49	
50 to 64	
65 and over	
DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	527	527
African-American or Black	2 .3%	2 .3%
American Indian or Alaska Native	2 .3%	2 .3%
Asian	8 1.5%	8 1.5%
Caucasian or White	397 75.3%	397 75.3%
Hispanic or Latino	96 18.3%	96 18.3%
Native Hawaiian or other Pacific Islander	1 .1%	1 .1%
Some other race	1 .2%	1 .2%
Two or more races	7 1.4%	7 1.4%
DK/NA	14 2.7%	14 2.7%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.
	American Indian or Alaska Native	.
	Asian	.
	Caucasian or White	.
	Hispanic or Latino	.
	Native Hawaiian or other Pacific Islander	.
	Some other race	.
	Two or more races	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	284	240	3
	African-American or Black	2 .3%	2 .5%	0 .0%	0 .0%
	American Indian or Alaska Native	2 .3%	2 .5%	0 .0%	0 .0%
	Asian	8 1.5%	4 1.3%	4 1.8%	0 .0%
	Caucasian or White	397 75.3%	231 81.3%	164 68.6%	1 38.2%
	Hispanic or Latino	96 18.3%	36 12.8%	60 24.9%	0 .0%
	Native Hawaiian or other Pacific Islander	1 .1%	0 .0%	1 .2%	0 .0%
	Some other race	1 .2%	1 .4%	0 .0%	0 .0%
	Two or more races	7 1.4%	5 1.8%	2 .9%	0 .0%
	DK/NA	14 2.7%	4 1.3%	9 3.5%	2 61.8%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black		a	a
	American Indian or Alaska Native		a	a
	Asian			a
	Caucasian or White	B		
	Hispanic or Latino		A	a
	Native Hawaiian or other Pacific Islander	a		a
	Some other race			a
	Two or more races			a
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	77	101	110	162	70	7
	African-American or Black	2	0	0	0	2	0	0
		.3%	.0%	.0%	.0%	.9%	.0%	.0%
	American Indian or Alaska Native	2	0	0	1	1	0	0
		.3%	.0%	.0%	.8%	.4%	.0%	.0%
	Asian	8	0	2	5	1	0	0
		1.5%	.0%	2.0%	4.2%	.9%	.0%	.0%
	Caucasian or White	397	65	74	69	128	54	6
		75.3%	83.9%	73.1%	63.1%	78.9%	77.6%	96.5%
	Hispanic or Latino	96	7	18	31	25	14	0
		18.3%	9.2%	18.3%	28.4%	15.4%	20.7%	.0%
Native Hawaiian or other Pacific Islander	1	1	0	0	0	0	0	
	.1%	.7%	.0%	.0%	.0%	.0%	.0%	
Some other race	1	0	0	1	0	0	0	
	.2%	.0%	.3%	.7%	.0%	.0%	.0%	
Two or more races	7	0	3	1	4	0	0	
	1.4%	.0%	2.5%	.7%	2.5%	.1%	.0%	
DK/NA	14	5	4	2	2	1	0	
	2.7%	6.2%	3.9%	2.2%	1.0%	1.7%	3.5%	

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a		a	a
	American Indian or Alaska Native	a	a			a	a
	Asian					a	a
	Caucasian or White	C					
	Hispanic or Latino			A			a
	Native Hawaiian or other Pacific Islander		a	a	a	a	a
	Some other race	a				a	a
	Two or more races	a					a
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 26	May 27	May 28	May 29	May 30	May 31
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	19	60	14	21	33	21
	African-American or Black	2	0	0	0	0	0	0
		.3%	.0%	.0%	.0%	.0%	.0%	.0%
	American Indian or Alaska Native	2	0	0	0	0	0	0
		.3%	.0%	.0%	.0%	.0%	.0%	.0%
	Asian	8	0	2	1	0	0	1
		1.5%	.0%	2.9%	8.8%	.0%	.0%	3.3%
	Caucasian or White	397	18	54	5	19	31	8
		75.3%	92.3%	90.7%	38.8%	88.9%	94.7%	36.2%
	Hispanic or Latino	96	0	0	6	0	0	13
		18.3%	.0%	.0%	46.7%	.0%	.0%	60.5%
Native Hawaiian or other Pacific Islander	1	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.0%	.0%	
Some other race	1	0	1	0	0	0	0	
	.2%	.0%	.8%	.0%	.0%	.8%	.0%	
Two or more races	7	1	1	0	1	0	0	
	1.4%	7.7%	.9%	.0%	2.9%	.0%	.0%	
DK/NA	14	0	3	1	2	2	0	
	2.7%	.0%	4.6%	5.7%	8.1%	4.6%	.0%	

	Date						
	June 1	June 2	June 3	June 4	June 5	June 7	June 8
Total	31	6	19	5	9	26	49
African-American or Black	0	0	0	0	0	0	2
	.0%	.0%	.0%	.0%	.0%	.0%	3.1%
American Indian or Alaska Native	1	0	0	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	.0%	.0%
Asian	0	0	0	0	0	0	1
	.0%	.0%	.0%	.0%	.0%	.0%	2.0%
Caucasian or White	17	6	17	5	9	16	28
	54.2%	100.0%	90.5%	100.0%	100.0%	62.4%	56.1%
Hispanic or Latino	14	0	0	0	0	6	18
	43.9%	.0%	.0%	.0%	.0%	24.4%	37.2%
Native Hawaiian or other Pacific Islander	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Some other race	0	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Two or more races	0	0	2	0	0	1	1
	.0%	.0%	9.5%	.0%	.0%	2.3%	1.6%
DK/NA	0	0	0	0	0	3	0
	.0%	.0%	.0%	.0%	.0%	10.9%	.0%

	Date					
	June 9	June 10	June 11	June 12	June 13	June 14
Total	43	19	42	13	4	9
African-American or Black	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
American Indian or Alaska Native	0	1	0	0	0	0
	.0%	4.8%	.0%	.0%	.0%	.0%
Asian	0	0	3	0	0	0
	.0%	.0%	7.9%	.0%	.0%	.0%
Caucasian or White	38	14	25	13	4	9
	87.7%	74.2%	59.9%	100.0%	92.6%	95.8%
Hispanic or Latino	5	4	11	0	0	0
	11.1%	21.0%	25.9%	.0%	.0%	.0%
Native Hawaiian or other Pacific Islander	1	0	0	0	0	0
	1.2%	.0%	.0%	.0%	.0%	.0%
Some other race	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	7.4%	.0%
Two or more races	0	0	1	0	0	0
	.0%	.0%	1.7%	.0%	.0%	.0%
DK/NA	0	0	2	0	0	0
	.0%	.0%	4.6%	.0%	.0%	4.2%

	Date		
	June 15	June 16	June 17
Total	3	5	76
African-American or Black	0	0	0
	.0%	.0%	.0%
American Indian or Alaska Native	0	0	0
	.0%	.0%	.0%
Asian	0	0	0
	.0%	.0%	.0%
Caucasian or White	3	5	54
	100.0%	100.0%	70.8%
Hispanic or Latino	0	0	19
	.0%	.0%	25.2%
Native Hawaiian or other Pacific Islander	0	0	0
	.0%	.0%	.0%
Some other race	0	0	0
	.0%	.0%	.0%
Two or more races	0	0	1
	.0%	.0%	1.0%
DK/NA	0	0	2
	.0%	.0%	2.9%

Comparisons of Column Proportions^{b,c}

	Date						
	May 26	May 27	May 28	May 29	May 30	May 31	June 1
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
African-American or Black	a	a	a	a	a	a	a
American Indian or Alaska Native	.	a	.	.	a	.	.
Asian	a	.	.	.	a	.	a
Caucasian or White	F	C F G M P	.	.	C F G M	.	.
Hispanic or Latino	a	a	.	a	a	N	N
Native Hawaiian or other Pacific Islander	a	.	a	a	a	a	a
Some other race	a	.	a	a	.	a	a
Two or more races	.	.	.	.	.	.	.
DK/NA	a	.	.	.	.	.	a

Comparisons of Column Proportions^{b,c}

	Date						
	June 2	June 3	June 4	June 5	June 7	June 8	June 9
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
African-American or Black	a	a	a	a	a	a	a
American Indian or Alaska Native	a	a	a	a	a	a	a
Asian	a	a	a	a	a	.	a
Caucasian or White	a	.	a	a	.	.	C F
Hispanic or Latino	a	a	a	a	.	.	.
Native Hawaiian or other Pacific Islander	.	.	.	.	.	.	.
Some other race	a	.	a	a	.	.	a
Two or more races	a	.	a	a	.	.	.
DK/NA	a	a	a	a	.	a	.

Comparisons of Column Proportions^{b,c}

		Date					
		June 10	June 11	June 12	June 13	June 14	June 15
		(O)	(P)	(Q)	(R)	(S)	(T)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a	a	a	a
	American Indian or Alaska Native	.	a	a	a	a	a
	Asian	a	.	.	a	a	a
	Caucasian or White	.	.	F	.	.	a
	Hispanic or Latino	.	.	a	a	a	a
	Native Hawaiian or other Pacific Islander	a	a	a	a	a	a
	Some other race	a	a	a	.	a	a
	Two or more races	a	.	.	a	a	a
	DK/NA	a	.	a	a	.	a

Comparisons of Column Proportions^{b,c}

		Date	
		June 16	June 17
		(U)	(V)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a
	American Indian or Alaska Native	a	a
	Asian	a	a
	Caucasian or White	a	.
	Hispanic or Latino	a	.
	Native Hawaiian or other Pacific Islander	a	a
	Some other race	a	.
	Two or more races	a	.
	DK/NA	a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code							
		Total	95728	96140	96141	96142	96143	96145	96146
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	10	18	11	12	72	53	19
	African-American or Black	2	0	0	0	2	0	0	0
		.3%	.0%	.0%	.0%	13.0%	.0%	.0%	.0%
	American Indian or Alaska Native	2	0	0	0	0	0	0	0
		.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Asian	8	0	0	0	0	2	1	0
		1.5%	.0%	.0%	.0%	.0%	3.4%	1.8%	.0%
	Caucasian or White	397	10	18	5	10	50	36	11
		75.3%	100.0%	100.0%	43.7%	87.0%	69.6%	68.5%	59.2%
	Hispanic or Latino	96	0	0	6	0	15	12	5
		18.3%	.0%	.0%	56.3%	.0%	20.2%	22.3%	25.5%
	Native Hawaiian or other Pacific Islander	1	0	0	0	0	0	0	0
		.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
Some other race	1	0	0	0	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
Two or more races	7	0	0	0	0	2	1	0	
	1.4%	.0%	.0%	.0%	.0%	2.6%	1.9%	.0%	
DK/NA	14	0	0	0	0	3	3	3	
	2.7%	.0%	.0%	.0%	.0%	4.2%	5.5%	15.3%	

		Zip Code			
		96148	96160	96161	96162
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	14	11	301	7
	African-American or Black	0	0	0	0
		.0%	.0%	.0%	.0%
	American Indian or Alaska Native	0	0	2	0
		.0%	.0%	.5%	.0%
	Asian	0	0	5	0
		.0%	.0%	1.5%	.0%
	Caucasian or White	8	0	249	0
		56.0%	.1%	82.6%	.1%
	Hispanic or Latino	6	9	37	7
		43.7%	81.7%	12.3%	99.9%
	Native Hawaiian or other Pacific Islander	0	0	1	0
		.0%	.0%	.2%	.0%
Some other race	0	0	1	0	
	.0%	.0%	.4%	.0%	
Two or more races	0	0	4	0	
	.3%	.0%	1.5%	.0%	
DK/NA	0	2	3	0	
	.0%	18.2%	1.1%	.0%	

Comparisons of Column Proportions^{b,c}

		Zip Code							
		95728	96140	96141	96142	96143	96145	96146	96148
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a	a	a	a	a	a
	American Indian or Alaska Native	a	a	a	a	a	a	a	a
	Asian	a	a	a	a	a	a	a	a
	Caucasian or White	a	a	a	IK	IK	IK	I	a
	Hispanic or Latino	a	a	J	a	a	a	a	J
	Native Hawaiian or other Pacific Islander	a	a	a	a	a	a	a	a
	Some other race	a	a	a	a	a	a	a	a
	Two or more races	a	a	a	a	a	a	a	a
	DK/NA	a	a	a	a	a	a	J	a

Comparisons of Column Proportions^{b,c}

		Zip Code		
		96160	96161	96162
		(I)	(J)	(K)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a
	American Indian or Alaska Native	a	a	a
	Asian	a	a	a
	Caucasian or White	EFJ	CIK	EFJ
	Hispanic or Latino	EFJ	CIK	EFJ
	Native Hawaiian or other Pacific Islander	a	a	a
	Some other race	a	a	a
	Two or more races	a	a	a
DK/NA	J	J	J	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood					
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	319	2	26	24	7	70
	American Indian or Alaska Native	2	0	0	0	0	0
	Asian	5	0	1	0	0	0
		1.5%	.0%	4.7%	.0%	.0%	.0%
	Caucasian or White	249	2	16	4	7	52
		78.0%	100.0%	61.8%	15.8%	100.0%	74.1%
	Hispanic or Latino	53	0	6	18	0	17
		16.6%	.0%	23.6%	77.9%	.0%	23.7%
	Native Hawaiian or other Pacific Islander	1	0	0	0	0	0
		.2%	.0%	.0%	.0%	.0%	.0%
	Some other race	1	0	0	0	0	0
		.3%	.0%	.0%	.0%	.0%	.0%
Two or more races	4	0	1	1	0	1	
	1.4%	.0%	2.4%	6.3%	.0%	1.1%	
DK/NA	5	0	2	0	0	1	
	1.7%	.0%	7.6%	.0%	.0%	1.2%	

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	7	7	6	2
	American Indian or Alaska Native	0	0	0	0
	Asian	0	0	0	0
		.0%	.0%	.0%	.0%
	Caucasian or White	7	1	6	2
		100.0%	15.5%	100.0%	100.0%
	Hispanic or Latino	0	6	0	0
		.0%	84.5%	.0%	.0%
	Native Hawaiian or other Pacific Islander	0	0	0	0
		.0%	.0%	.0%	.0%
	Some other race	0	0	0	0
		.0%	.0%	.0%	.0%
Two or more races	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	13	42	24	58	26
	American Indian or Alaska Native	4.5%	2.2%	.0%	.0%	.0%
	Asian	0	1	1	1	1
	Caucasian or White	79.1%	91.6%	94.8%	96.3%	75.0%
	Hispanic or Latino	0	0	0	0	6
	Native Hawaiian or other Pacific Islander	.0%	.0%	.0%	.9%	.0%
	Some other race	2.3%	.6%	.0%	.4%	1.0%
	Two or more races	1	0	0	1	0
	DK/NA	7.0%	3.1%	1.0%	.1%	.0%

	Neighborhood
	DK/NA
Total	5
American Indian or Alaska Native	0
Asian	0
Caucasian or White	100.0%
Hispanic or Latino	0
Native Hawaiian or other Pacific Islander	0
Some other race	0
Two or more races	0
DK/NA	0

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Alder	Donner Lake	Downtown	Gateway	Glenshire
		(A)	(B)	(C)	(D)	(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	American Indian or Alaska Native	a	a	a	a	a
	Asian	a		a	a	a
	Caucasian or White	a	C		a	C
	Hispanic or Latino	a		B E N	a	
	Native Hawaiian or other Pacific Islander	a	a	a	a	a
	Some other race	a	a	a	a	a
	Two or more races	a			a	a
	DK/NA	a			a	

Comparisons of Column Proportions ^{b,c}

		Neighborhood			
		Gray's Crossing	Martis Valley Estates	Northstar/Lahontan	Old Greenwood
		(F)	(G)	(H)	(I)
G. What ethnic group do you consider yourself a part of or feel closest to?	American Indian or Alaska Native	a	a	a	a
	Asian	a	a		a
	Caucasian or White	a		C	a
	Hispanic or Latino	a	B E N	a	a
	Native Hawaiian or other Pacific Islander	a	a	a	a
	Some other race	a	a	a	a
	Two or more races	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions ^{b,c}

		Neighborhood				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(J)	(K)	(L)	(M)	(N)
G. What ethnic group do you consider yourself a part of or feel closest to?	American Indian or Alaska Native	a		a	a	a
	Asian	a				a
	Caucasian or White	C	C G	C G	B C E G	C
	Hispanic or Latino	a		a	a	
	Native Hawaiian or other Pacific Islander	a	a	a	a	a
	Some other race			a	a	
	Two or more races		a	a		a
	DK/NA					

Comparisons of Column Proportions ^{b,c}

		Neighborhood
		DK/NA
		(O)
G. What ethnic group do you consider yourself a part of or feel closest to?	American Indian or Alaska Native	a
	Asian	a
	Caucasian or White	a
	Hispanic or Latino	a
	Native Hawaiian or other Pacific Islander	a
	Some other race	a
	Two or more races	a
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence				
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	19	66	142	92
	African-American or Black	2	0	0	0	0
	American Indian or Alaska Native	.3%	.0%	.0%	.0%	.0%
	Asian	8	1	2	0	5
		1.5%	6.2%	2.7%	.0%	5.5%
	Caucasian or White	397	18	51	93	77
		75.3%	93.8%	77.2%	65.3%	83.4%
	Hispanic or Latino	96	0	6	41	6
		18.3%	.0%	9.3%	29.1%	6.8%
	Native Hawaiian or other Pacific Islander	1	0	1	0	0
		.1%	.0%	.8%	.0%	.0%
	Some other race	1	0	0	0	1
		.2%	.0%	.4%	.2%	.6%
Two or more races	7	0	1	3	1	
	1.4%	.0%	1.2%	2.0%	.5%	
DK/NA	14	0	6	5	2	
	2.7%	.0%	8.5%	3.4%	2.3%	

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	81	48	76	3
	African-American or Black	0	0	2	0
		.0%	.0%	2.0%	.0%
	American Indian or Alaska Native	0	0	1	0
		.0%	.0%	.8%	.0%
	Asian	0	0	0	0
		.0%	.0%	.0%	.0%
	Caucasian or White	70	33	52	3
		86.5%	68.1%	69.3%	100.0%
	Hispanic or Latino	10	14	18	0
		12.9%	29.7%	23.6%	.0%
	Native Hawaiian or other Pacific Islander	0	0	0	0
		.0%	.0%	.0%	.0%
Some other race	0	0	0	0	
	.0%	.0%	.0%	.0%	
Two or more races	0	0	3	0	
	.0%	.0%	4.3%	.0%	
DK/NA	0	1	0	0	
	.6%	2.2%	.1%	.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a	a
	American Indian or Alaska Native	.	.	.	.
	Asian	.	.	.	.
	Caucasian or White	.	.	.	.
	Hispanic or Latino	.	.	B D	.
	Native Hawaiian or other Pacific Islander	.	.	a	a
	Some other race	.	.	.	.
	Two or more races	.	.	.	.
	DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Length of Residence			
		16 to 20 years	21 to 25 years	More than 25 years	DK/NA
		(E)	(F)	(G)	(H)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.	.	.	.
	American Indian or Alaska Native	.	.	.	.
	Asian	.	.	.	.
	Caucasian or White	C	.	.	.
	Hispanic or Latino	.	D	D	.
	Native Hawaiian or other Pacific Islander	.	.	.	.
	Some other race	.	.	.	.
	Two or more races	.	.	.	.
	DK/NA	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
Total		527	154	369	4
African-American or Black		2	0	2	0
American Indian or Alaska Native		2	0	2	0
Asian		8	2	6	0
Caucasian or White		397	88	304	4
Hispanic or Latino		96	51	45	0
Native Hawaiian or other Pacific Islander		1	1	0	0
Some other race		1	1	1	0
Two or more races		7	1	7	0
DK/NA		14	10	4	0
		2.7%	6.8%	1.0%	.0%

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
African-American or Black		a		a
American Indian or Alaska Native		a		a
Asian				a
Caucasian or White			A	a
Hispanic or Latino		B		a
Native Hawaiian or other Pacific Islander			a	a
Some other race				a
Two or more races				a
DK/NA		B		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
Total		369	365	3
African-American or Black		2	2	0
American Indian or Alaska Native		2	2	0
Asian		6	4	1
Caucasian or White		304	302	2
Hispanic or Latino		45	45	0
Some other race		1	1	0
Two or more races		7	7	0
DK/NA		4	4	0
		1.0%	1.0%	.0%

Comparisons of Column Proportions^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
African-American or Black			a
American Indian or Alaska Native			a
Asian			A
Caucasian or White			a
Hispanic or Latino			a
Some other race			a
Two or more races			a
DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnic Group				
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
Total	527	2	2	8	397
African-American or Black	2 .3%	2 100.0%	0 .0%	0 .0%	0 .0%
American Indian or Alaska Native	2 .3%	0 .0%	2 100.0%	0 .0%	0 .0%
Asian	8 1.5%	0 .0%	0 .0%	8 100.0%	0 .0%
Caucasian or White	397 75.3%	0 .0%	0 .0%	0 .0%	397 100.0%
Hispanic or Latino	96 18.3%	0 .0%	0 .0%	0 .0%	0 .0%
Native Hawaiian or other Pacific Islander	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%
Some other race	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%
Two or more races	7 1.4%	0 .0%	0 .0%	0 .0%	0 .0%
DK/NA	14 2.7%	0 .0%	0 .0%	0 .0%	0 .0%

	Ethnic Group			
	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
Total	96	1	1	7
African-American or Black	0 .0%	0 .0%	0 .0%	0 .0%
American Indian or Alaska Native	0 .0%	0 .0%	0 .0%	0 .0%
Asian	0 .0%	0 .0%	0 .0%	0 .0%
Caucasian or White	0 .0%	0 .0%	0 .0%	0 .0%
Hispanic or Latino	96 100.0%	0 .0%	0 .0%	0 .0%
Native Hawaiian or other Pacific Islander	0 .0%	1 100.0%	0 .0%	0 .0%
Some other race	0 .0%	0 .0%	1 100.0%	0 .0%
Two or more races	0 .0%	0 .0%	0 .0%	7 100.0%
DK/NA	0 .0%	0 .0%	0 .0%	0 .0%

	Ethnic Group	
	Total	DK/NA
Total	14	
African-American or Black	0 .0%	
American Indian or Alaska Native	0 .0%	
Asian	0 .0%	
Caucasian or White	0 .0%	
Hispanic or Latino	0 .0%	
Native Hawaiian or other Pacific Islander	0 .0%	
Some other race	0 .0%	
Two or more races	0 .0%	
DK/NA	14 100.0%	

Comparisons of Column Proportions c,d

	Ethnic Group			
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White
	(A)	(B)	(C)	(D)
African-American or Black	a,.b	a,.b	.b	.b
American Indian or Alaska Native	a,.b	a,.b	.b	.b
Asian	a,.b	a,.b	.b	.b
Caucasian or White	a,.b	a,.b	.b	.b
Hispanic or Latino	a,.b	a,.b	.b	.b
Native Hawaiian or other Pacific Islander	a,.b	a,.b	.b	.b
Some other race	a,.b	a,.b	.b	.b
Two or more races	a,.b	a,.b	.b	.b
DK/NA	a,.b	a,.b	.b	.b

Comparisons of Column Proportions ^{c,d}

	Ethnic Group			
	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race	Two or more races
	(E)	(F)	(G)	(H)
G. What ethnic group do you consider yourself a part of or feel closest to?	.b	a,,b	a,,b	.b
African-American or Black	.b	a,,b	a,,b	.b
American Indian or Alaska Native	.b	a,,b	a,,b	.b
Asian	.b	a,,b	a,,b	.b
Caucasian or White	.b	a,,b	a,,b	.b
Hispanic or Latino	.b	a,,b	a,,b	.b
Native Hawaiian or other Pacific Islander	.b	a,,b	a,,b	.b
Some other race	.b	a,,b	a,,b	.b
Two or more races	.b	a,,b	a,,b	.b
DK/NA	.b	a,,b	a,,b	.b

Comparisons of Column Proportions ^{c,d}

	Ethnic Group
	DK/NA
	(I)
G. What ethnic group do you consider yourself a part of or feel closest to?	.b
African-American or Black	.b
American Indian or Alaska Native	.b
Asian	.b
Caucasian or White	.b
Hispanic or Latino	.b
Native Hawaiian or other Pacific Islander	.b
Some other race	.b
Two or more races	.b
DK/NA	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
G. What ethnic group do you consider yourself a part of or feel closest to?	287	279	9
Total	287	279	9
American Indian or Alaska Native	2	2	0
Asian	4	4	0
Caucasian or White	224	215	9
Hispanic or Latino	47	47	0
Native Hawaiian or other Pacific Islander	1	1	0
Some other race	1	1	0
Two or more races	4	4	0
DK/NA	5	5	0

Comparisons of Column Proportions ^{b,c}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
G. What ethnic group do you consider yourself a part of or feel closest to?		a
American Indian or Alaska Native		a
Asian		a
Caucasian or White		a
Hispanic or Latino		a
Native Hawaiian or other Pacific Islander		a
Some other race		a
Two or more races		a
DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of Airport				
	Total	Alder	Donner Lake	Downtown	Gateway
Total	287	2	26	24	7
American Indian or Alaska Native	2 .5%	0 .0%	0 .0%	0 .0%	0 .0%
Asian	4 1.4%	0 .0%	1 4.7%	0 .0%	0 .0%
Caucasian or White	224 77.8%	2 100.0%	16 61.8%	4 15.8%	7 100.0%
Hispanic or Latino	47 16.4%	0 .0%	6 23.6%	18 77.9%	0 .0%
Native Hawaiian or other Pacific Islander	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%
Some other race	1 .3%	0 .0%	0 .0%	0 .0%	0 .0%
Two or more races	4 1.5%	0 .0%	1 2.4%	1 6.3%	0 .0%
DK/NA	5 1.8%	0 .0%	2 7.6%	0 .0%	0 .0%

	Vicinity of Airport			
	Glenshore	Martis Valley Estates	Northstar/Lahontan	Olympic Heights
Total	70	7	6	13
American Indian or Alaska Native	0 .0%	0 .0%	0 .0%	1 4.5%
Asian	0 .0%	0 .0%	0 .0%	0 .0%
Caucasian or White	52 74.1%	1 15.5%	6 100.0%	11 79.1%
Hispanic or Latino	17 23.7%	6 84.5%	0 .0%	0 .0%
Native Hawaiian or other Pacific Islander	0 .0%	0 .0%	0 .0%	0 .0%
Some other race	0 .0%	0 .0%	0 .0%	2 2.3%
Two or more races	1 1.1%	0 .0%	0 .0%	1 7.2%
DK/NA	1 1.2%	0 .0%	0 .0%	1 7.0%

	Vicinity of Airport			
	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
Total	42	24	58	9
American Indian or Alaska Native	1 2.2%	0 .0%	0 .0%	0 .0%
Asian	1 2.5%	1 4.2%	1 1.2%	0 .0%
Caucasian or White	38 91.6%	22 94.8%	56 96.3%	9 100.0%
Hispanic or Latino	0 .0%	0 .0%	0 .0%	0 .0%
Native Hawaiian or other Pacific Islander	0 .0%	0 .0%	1 .9%	0 .0%
Some other race	0 .6%	0 .0%	0 .4%	0 .0%
Two or more races	0 .0%	0 .0%	1 1.1%	0 .0%
DK/NA	1 3.1%	0 1.0%	0 .1%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Vicinity of Airport				
	Alder (A)	Donner Lake (B)	Downtown (C)	Gateway (D)	Glenshore (E)
American Indian or Alaska Native	a	a	a	a	a
Asian	a		a	a	a
Caucasian or White	a	C		a	C
Hispanic or Latino	a		B E	a	
Native Hawaiian or other Pacific Islander	a	a	a	a	a
Some other race	a	a	a	a	
Two or more races	a			a	
DK/NA	a			a	

Comparisons of Column Proportions ^{b,c}

	Vicinity of Airport			
	Martis Valley Estates (F)	Northstar/Lahontan (G)	Olympic Heights (H)	Ponderosa/Sierra Meadows (I)
American Indian or Alaska Native	a	a		
Asian	a		a	
Caucasian or White		C	C	C F
Hispanic or Latino	B E	a	a	a
Native Hawaiian or other Pacific Islander	a	a	a	a
Some other race	a	a	a	
Two or more races	a	a		a
DK/NA	a	a		

Comparisons of Column Proportions ^{b,c}

		Vicinity of Airport		
		Prosser	Tahoe Donner	Not in Area
		(J)	(K)	(L)
G. What ethnic group do you consider yourself a part of or feel closest to?	American Indian or Alaska Native	a	a	a
	Asian	.	.	a
	Caucasian or White	C F	B C E F	a
	Hispanic or Latino	a	a	a
	Native Hawaiian or other Pacific Islander	a	.	a
	Some other race	a	.	a
	Two or more races	a	.	a
	DK/NA	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not enough
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	18	276	133
	African-American or Black	2	0	0	2
		.3%	.0%	.0%	1.1%
	American Indian or Alaska Native	2	0	1	1
		.3%	.0%	.3%	.5%
	Asian	8	0	5	1
		1.5%	.0%	1.8%	.8%
	Caucasian or White	397	11	213	96
		75.3%	63.2%	77.1%	72.1%
	Hispanic or Latino	96	6	52	26
		18.3%	33.5%	18.9%	19.8%
Native Hawaiian or other Pacific Islander	1	0	1	0	
	.1%	.0%	.2%	.0%	
Some other race	1	0	0	0	
	.2%	.0%	.1%	.2%	
Two or more races	7	1	3	4	
	1.4%	2.8%	1.0%	3.1%	
DK/NA	14	0	2	3	
	2.7%	.5%	.7%	2.4%	

	Amount Airport is Doing About Noise/Low Flying Aircraft
	Not sure/No opinion/DK/NA
Total	100
African-American or Black	0
	.0%
American Indian or Alaska Native	0
	.0%
Asian	2
	1.9%
Caucasian or White	76
	76.7%
Hispanic or Latino	12
	11.8%
Native Hawaiian or other Pacific Islander	0
	.0%
Some other race	1
	.5%
Two or more races	0
	.0%
DK/NA	9
	9.0%

G. What ethnic group do you consider yourself a part of or feel closest to?

Comparisons of Column Proportions ^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	.	a
	American Indian or Alaska Native	.	.	.	a
	Asian	a	.	.	.
	Caucasian or White	.	.	.	.
	Hispanic or Latino	.	.	.	.
	Native Hawaiian or other Pacific Islander	a	.	a	a
	Some other race	.	.	.	.
	Two or more races	.	.	.	.
	DK/NA	.	.	.	B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	66	99	163
	African-American or Black	2	0	2	0
	American Indian or Alaska Native	.3%	.0%	1.5%	.0%
	Asian	8	2	0	2
		1.5%	3.7%	.0%	1.3%
	Caucasian or White	397	55	77	119
		75.3%	84.2%	78.0%	73.2%
	Hispanic or Latino	96	5	12	37
		18.3%	7.3%	12.3%	22.8%
	Native Hawaiian or other Pacific Islander	1	0	0	0
		.1%	.0%	.0%	.0%
	Some other race	1	0	0	1
		.2%	.4%	.0%	.3%
Two or more races	7	0	4	1	
	1.4%	.0%	4.0%	.5%	
DK/NA	14	2	3	3	
	2.7%	3.5%	3.2%	1.9%	

		Reduce Number of Flights	
		Strongly disagree	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	123	77
	African-American or Black	0	0
	American Indian or Alaska Native	.0%	.0%
	Asian	1	3
		.6%	3.6%
	Caucasian or White	82	64
		66.5%	82.5%
	Hispanic or Latino	35	7
		28.6%	9.2%
	Native Hawaiian or other Pacific Islander	1	0
		.4%	.0%
	Some other race	0	0
		.2%	.0%
Two or more races	3	0	
	2.1%	.1%	
DK/NA	2	4	
	1.6%	4.7%	

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a			a
	American Indian or Alaska Native	.		a	a
	Asian		a		
	Caucasian or White		.		
	Hispanic or Latino				A B E
	Native Hawaiian or other Pacific Islander	a	a	a	
	Some other race	.			
	Two or more races	a			
	DK/NA	.			

Comparisons of Column Proportions ^{b,c}

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a
	American Indian or Alaska Native	a
	Asian	.
	Caucasian or White	.
	Hispanic or Latino	.
	Native Hawaiian or other Pacific Islander	a
	Some other race	.
	Two or more races	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it Is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
Total		527	82	172	132
African-American or Black		2	2	0	0
		.3%	1.9%	.0%	.0%
American Indian or Alaska Native		2	0	0	1
		.3%	.0%	.0%	.5%
Asian		8	1	2	4
		1.5%	1.1%	1.4%	3.0%
Caucasian or White		397	52	125	115
		75.3%	63.4%	72.7%	87.0%
Hispanic or Latino		96	26	42	6
		18.3%	32.3%	24.2%	4.8%
Native Hawaiian or other Pacific Islander		1	1	0	0
		.1%	.6%	.0%	.0%
Some other race		1	0	0	0
		.2%	.4%	.0%	.2%
Two or more races		7	0	2	2
		1.4%	.0%	1.2%	1.4%
DK/NA		14	0	1	4
		2.7%	.3%	.5%	3.2%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
Total		88	53
African-American or Black		0	0
		.0%	.0%
American Indian or Alaska Native		0	1
		.0%	1.7%
Asian		1	0
		.8%	.0%
Caucasian or White		61	43
		69.6%	82.2%
Hispanic or Latino		22	0
		24.7%	.0%
Native Hawaiian or other Pacific Islander		0	0
		.0%	.0%
Some other race		1	0
		.6%	.0%
Two or more races		2	2
		2.1%	3.1%
DK/NA		2	7
		2.2%	13.0%

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
African-American or Black		.	a	.	a
American Indian or Alaska Native		.	.	.	.
Asian		.	.	.	.
Caucasian or White		C	C	A B D	C
Hispanic or Latino		.	a	.	a
Native Hawaiian or other Pacific Islander		.	.	.	.
Some other race		.	.	.	.
Two or more races		a	.	.	.
DK/NA		.	.	.	.

Comparisons of Column Proportions ^{b,c}

		Remain the Way it Is
		Not sure/DK/NA
		(E)
African-American or Black		a
American Indian or Alaska Native		.
Asian		.
Caucasian or White		a
Hispanic or Latino		.
Native Hawaiian or other Pacific Islander		a
Some other race		.
Two or more races		.
DK/NA		A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
Total		527	232	221	33
African-American or Black		2	2	0	0
		.3%	.7%	.0%	.0%
American Indian or Alaska Native		2	0	1	1
		.3%	.0%	.4%	1.9%
Asian		8	4	2	2
		1.5%	1.8%	.9%	5.8%
Caucasian or White		397	167	174	27
		75.3%	71.9%	78.7%	83.6%
Hispanic or Latino		96	52	37	0
		18.3%	22.3%	16.9%	.0%
Native Hawaiian or other Pacific Islander		1	0	1	0
		.1%	.0%	.2%	.0%
Some other race		1	1	0	0
		.2%	.2%	.1%	.0%
Two or more races		7	2	3	1
		1.4%	1.0%	1.4%	2.3%
DK/NA		14	5	3	2
		2.7%	2.0%	1.4%	6.5%

		Manage the Growth of Operations	
		Strongly disagree	Not sure/DK/NA
Total		10	32
African-American or Black		0	0
		.0%	.0%
American Indian or Alaska Native		0	0
		.0%	.0%
Asian		0	0
		.0%	.0%
Caucasian or White		8	20
		86.9%	64.2%
Hispanic or Latino		0	7
		.0%	22.4%
Native Hawaiian or other Pacific Islander		0	0
		.0%	.0%
Some other race		0	0
		2.6%	.0%
Two or more races		0	1
		.0%	3.2%
DK/NA		1	3
		10.4%	10.2%

Comparisons of Column Proportions ^{b,c}

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?					
African-American or Black			a		a
American Indian or Alaska Native		a			a
Asian					a
Caucasian or White				a	a
Hispanic or Latino					a
Native Hawaiian or other Pacific Islander		a		a	a
Some other race				a	
Two or more races					a
DK/NA					

Comparisons of Column Proportions ^{b,c}

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?		
African-American or Black		a
American Indian or Alaska Native		a
Asian		a
Caucasian or White		
Hispanic or Latino		
Native Hawaiian or other Pacific Islander		a
Some other race		a
Two or more races		
DK/NA		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
Total		527	61	465	1
African-American or Black		2	2	0	0
		.3%	2.5%	.0%	.0%
American Indian or Alaska Native		2	0	2	0
		.3%	.0%	.3%	.0%
Asian		8	2	6	0
		1.5%	4.0%	1.2%	.0%
Caucasian or White		397	48	348	1
		75.3%	78.8%	74.8%	100.0%
Hispanic or Latino		96	6	90	0
		18.3%	9.8%	19.4%	.0%
Native Hawaiian or other Pacific Islander		1	0	1	0
		.1%	.0%	.1%	.0%
Some other race		1	0	1	0
		.2%	.0%	.2%	.0%
Two or more races		7	1	6	0
		1.4%	2.1%	1.3%	.0%
DK/NA		14	2	12	0
		2.7%	2.8%	2.7%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
African-American or Black			a	a,b
American Indian or Alaska Native		a	.	a,b
Asian		.	.	a,b
Caucasian or White		.	.	a,b
Hispanic or Latino		.	.	a,b
Native Hawaiian or other Pacific Islander		a	.	a,b
Some other race		a	.	a,b
Two or more races		.	.	a,b
DK/NA		.	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
Total		527	398	128	1
African-American or Black		2	2	0	0
		.3%	.4%	.0%	.0%
American Indian or Alaska Native		2	1	1	0
		.3%	.2%	.7%	.0%
Asian		8	5	3	0
		1.5%	1.2%	2.6%	.0%
Caucasian or White		397	311	84	1
		75.3%	78.2%	66.0%	100.0%
Hispanic or Latino		96	64	33	0
		18.3%	16.0%	25.5%	.0%
Native Hawaiian or other Pacific Islander		1	1	0	0
		.1%	.1%	.0%	.0%
Some other race		1	1	0	0
		.2%	.3%	.0%	.0%
Two or more races		7	5	3	0
		1.4%	1.2%	2.0%	.0%
DK/NA		14	10	4	0
		2.7%	2.6%	3.1%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
African-American or Black			a	a,b
American Indian or Alaska Native		.	.	a,b
Asian		.	.	a,b
Caucasian or White		B	.	a,b
Hispanic or Latino		.	A	a,b
Native Hawaiian or other Pacific Islander		.	a	a,b
Some other race		.	.	a,b
Two or more races		.	.	a,b
DK/NA		.	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	160	188	60
	African-American or Black	2	0	2	0
	American Indian or Alaska Native	.3%	.0%	.8%	.0%
	Asian	8	1	7	0
	Caucasian or White	397	117	154	42
	Hispanic or Latino	96	37	22	12
	Native Hawaiian or other Pacific Islander	18.3%	23.0%	11.8%	20.3%
	Some other race	1	1	0	0
	Two or more races	.1%	.3%	.0%	.0%
	DK/NA	1	0	1	0
		.2%	.2%	.3%	.4%
		7	1	2	2
	14	4	1	3	
	2.7%	2.4%	.5%	4.8%	

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	30	89
	African-American or Black	0	0
	American Indian or Alaska Native	.0%	.0%
	Asian	0	1
	Caucasian or White	.0%	1.0%
	Hispanic or Latino	0	0
	Native Hawaiian or other Pacific Islander	19	65
	Some other race	64.9%	73.1%
	Two or more races	7	18
	DK/NA	24.8%	19.9%
		0	0
		.0%	.0%
	0	0	
	.0%	.0%	
	0	2	
	.0%	2.1%	
	3	3	
	10.3%	3.8%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a			a
	American Indian or Alaska Native	.	a	.	a
	Asian		A	.	a
	Caucasian or White			.	.
	Hispanic or Latino			.	.
	Native Hawaiian or other Pacific Islander		a	a	a
	Some other race			.	a
	Two or more races			.	a
	DK/NA				B

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a
	American Indian or Alaska Native	.
	Asian	a
	Caucasian or White	.
	Hispanic or Latino	.
	Native Hawaiian or other Pacific Islander	.
	Some other race	.
	Two or more races	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total		527	205	195	43
African-American or Black		2	0	0	2
		.3%	.0%	.0%	3.5%
American Indian or Alaska Native		2	0	0	1
		.3%	.0%	.0%	1.4%
Asian		8	1	6	0
		1.5%	.3%	3.1%	.0%
Caucasian or White		397	148	168	31
		75.3%	71.9%	86.2%	72.7%
Hispanic or Latino		96	51	13	6
		18.3%	24.8%	6.5%	14.1%
Native Hawaiian or other Pacific Islander		1	0	1	0
		.1%	.0%	.3%	.0%
Some other race		1	0	1	0
		.2%	.1%	.3%	.0%
Two or more races		7	2	5	1
		1.4%	.9%	2.4%	1.8%
DK/NA		14	4	2	3
		2.7%	1.9%	1.2%	6.4%

		Second Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
Total		40	43
African-American or Black		0	0
		.0%	.0%
American Indian or Alaska Native		0	1
		.0%	2.1%
Asian		0	1
		.0%	2.8%
Caucasian or White		25	24
		63.1%	55.4%
Hispanic or Latino		13	13
		33.5%	30.0%
Native Hawaiian or other Pacific Islander		0	0
		.0%	.0%
Some other race		0	0
		.6%	.0%
Two or more races		0	0
		.0%	.1%
DK/NA		1	4
		2.8%	9.6%

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?					
	African-American or Black	a	a		a
	American Indian or Alaska Native	a	a		a
	Asian			a	a
	Caucasian or White		A D E		
	Hispanic or Latino	B			B
	Native Hawaiian or other Pacific Islander	a		a	a
	Some other race			a	
	Two or more races				a
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?		
	African-American or Black	a
	American Indian or Alaska Native	
	Asian	
	Caucasian or White	
	Hispanic or Latino	B
	Native Hawaiian or other Pacific Islander	a
	Some other race	a
	Two or more races	
	DK/NA	B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift			
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	527	78	19	322
	African-American or Black	2	0	2	0
	American Indian or Alaska Native	.3%	.0%	8.1%	.0%
	Asian	8	0	0	7
	Caucasian or White	397	61	16	255
	Hispanic or Latino	96	12	0	52
	Native Hawaiian or other Pacific Islander	18.3%	15.3%	.0%	16.1%
	Some other race	1	0	0	1
	Two or more races	.1%	.0%	.0%	.2%
	DK/NA	7	3	0	3
		1.4%	4.4%	.0%	1.0%
		14	2	1	4
		2.7%	2.8%	5.6%	1.2%

		Shift		
		Unfavorable on Both	DK/NA on Both	Switch to DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	65	17	26
	African-American or Black	0	0	0
	American Indian or Alaska Native	.0%	.0%	.0%
	Asian	1	1	0
	Caucasian or White	0	0	1
	Hispanic or Latino	.0%	.0%	4.5%
	Native Hawaiian or other Pacific Islander	41	9	14
	Some other race	62.8%	57.0%	54.3%
	Two or more races	20	6	7
	DK/NA	30.3%	34.9%	26.9%
		0	0	0
		.0%	.0%	.0%
		0	0	0
	.4%	.0%	.0%	
	1	0	0	
	1.2%	.3%	.0%	
	3	0	4	
	4.4%	2.3%	14.2%	

Comparisons of Column Proportions^{b,c}

		Shift			
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a		a	a
	American Indian or Alaska Native	.	a	.	.
	Asian	.	a	.	a
	Caucasian or White	.	.	.	.
	Hispanic or Latino	.	a	.	.
	Native Hawaiian or other Pacific Islander	a	.	.	a
	Some other race	.	a	.	.
	Two or more races	.	.	.	.
	DK/NA	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Shift	
		DK/NA on Both	Switch to DK/NA
		(E)	(F)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.	a
	American Indian or Alaska Native	.	a
	Asian	a	.
	Caucasian or White	.	.
	Hispanic or Latino	.	.
	Native Hawaiian or other Pacific Islander	.	a
	Some other race	.	.
	Two or more races	.	a
	DK/NA	.	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
J. Respondent's Gender	Total	527	527
	Male	284	284
	Female	240	240
	Other	3	3
		.6%	.6%

Comparisons of Column Proportions^{a,b}

	Total
	Total
	(A)
J. Respondent's Gender	
Male	.
Female	.
Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender			
		Total	Male	Female	Other
J. Respondent's Gender	Total	527	284	240	3
	Male	284	284	0	0
		53.9%	100.0%	.0%	.0%
	Female	240	0	240	0
		45.5%	.0%	100.0%	.0%
Other	3	0	0	3	
	.6%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
J. Respondent's Gender	Male	a	a	a
	Female	a	a	a
	Other	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
J. Respondent's Gender	Total	527	77	101	110	162	70	7
	Male	284	47	47	58	88	43	2
		53.9%	60.0%	46.1%	52.8%	54.4%	61.5%	29.8%
	Female	240	31	54	52	72	27	5
		45.5%	40.0%	52.9%	47.2%	44.4%	38.5%	70.2%
Other	3	0	1	0	2	0	0	
	.6%	.0%	1.0%	.0%	1.2%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
J. Respondent's Gender	Male						
	Female						
	Other	a		a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date									
		Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3
J. Respondent's Gender	Total	527	19	60	14	21	33	21	31	6	19
	Male	284	9	39	12	14	13	8	9	4	12
		53.9%	47.3%	65.0%	84.7%	66.8%	38.4%	36.3%	29.6%	71.0%	63.2%
	Female	240	10	20	2	6	20	13	21	2	7
		45.5%	52.7%	33.3%	15.3%	29.3%	61.6%	63.7%	66.6%	29.0%	36.8%
Other	3	0	1	0	1	0	0	1	0	0	
	.6%	.0%	1.8%	.0%	3.9%	.0%	.0%	3.7%	.0%	.0%	

		Date								
		June 4	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13
J. Respondent's Gender	Total	5	9	26	49	43	19	42	13	4
	Male	2	6	18	29	28	5	27	8	0
		37.9%	64.4%	70.5%	58.5%	64.8%	25.2%	64.9%	60.5%	7.5%
	Female	3	3	8	20	15	14	15	5	4
		62.1%	35.6%	29.5%	41.5%	35.2%	74.8%	35.1%	39.5%	92.5%
Other	0	0	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date			
		June 14	June 15	June 16	June 17
J. Respondent's Gender	Total	9	3	5	76
	Male	7	0	3	32
		73.6%	11.7%	59.5%	41.7%
	Female	2	2	2	44
		26.4%	88.3%	40.5%	58.3%
Other	0	0	0	0	
	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date									
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
J. Respondent's Gender	Male										
	Female	a		a		a	a		a	a	a
	Other										

Comparisons of Column Proportions^{b,c}

		Date								
		June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14
		(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)
J. Respondent's Gender	Male									
	Female	a	a	a	a	a	a	a	a	a
	Other									

Comparisons of Column Proportions^{b,c}

		Date		
		June 15	June 16	June 17
		(T)	(U)	(V)
J. Respondent's Gender	Male			
	Female	a	a	a
	Other			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Zip Code										
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161
J. Respondent's Gender	Total	527	10	18	11	12	72	53	19	14	11	301
	Male	284	5	8	10	2	35	33	10	5	0	176
	Female	240	5	9	1	10	36	18	9	10	11	123
	Other	3	0	0	0	0	0	1	0	0	0	2
		.6%	.0%	.0%	.0%	.0%	.0%	2.0%	.0%	.0%	.0%	.7%

		Zip Code
		96162
J. Respondent's Gender	Total	7
	Male	0
	Female	7
	Other	0
		.0%

Comparisons of Column Proportions^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
J. Respondent's Gender	Male			D I K								
	Female	a	a	a	C a	a		a	a	C F J a		C a
	Other											

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
J. Respondent's Gender	Total	319	2	26	24	7	70	7
	Male	176	0	14	8	2	33	1
	Female	141	2	12	15	5	36	5
	Other	2	0	0	0	0	1	0
		55.1%	19.9%	55.1%	34.4%	26.5%	47.8%	20.5%
		44.3%	80.1%	44.9%	65.6%	73.5%	51.0%	79.5%
		.6%	.0%	.0%	.0%	.0%	1.2%	.0%

		Neighborhood					
		Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
J. Respondent's Gender	Total	7	6	2	13	42	24
	Male	0	5	1	9	31	10
	Female	7	2	1	5	11	14
	Other	0	0	0	0	0	0
		5.6%	73.4%	39.0%	65.9%	74.1%	42.2%
		94.4%	26.6%	61.0%	34.1%	25.9%	57.8%
		.0%	.0%	.0%	.0%	.0%	.0%

		Neighborhood		
		Tahoe Donner	Other	DK/NA
J. Respondent's Gender	Total	58	26	5
	Male	40	17	4
	Female	18	8	1
	Other	0	1	0
		68.7%	64.8%	74.1%
		31.3%	30.7%	25.9%
		.0%	4.5%	.0%

Comparisons of Column Proportions^{b,c}

		Neighborhood						
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
J. Respondent's Gender	Male							
	Female	a	a	a	a		a	K a
	Other							

Comparisons of Column Proportions^{b,c}

		Neighborhood					
		Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner
		(H)	(I)	(J)	(K)	(L)	(M)
J. Respondent's Gender	Male				G		
	Female						
	Other	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Neighborhood	
		Other	DK/NA
		(N)	(O)
J. Respondent's Gender	Male		
	Female		
	Other		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Length of Residence					
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
J. Respondent's Gender	Total	527	19	66	142	92	81
	Male	284	12	36	75	51	45
		53.9%	60.2%	54.5%	52.4%	55.3%	55.7%
	Female	240	8	30	66	40	36
	45.5%	39.8%	45.5%	46.7%	43.8%	44.3%	
Other	3	0	0	1	1	0	
	.6%	.0%	.0%	.8%	.9%	.0%	

		Length of Residence		
		21 to 25 years	More than 25 years	DK/NA
J. Respondent's Gender	Total	48	76	3
	Male	24	42	0
		49.5%	56.1%	.0%
	Female	23	33	3
	48.3%	43.9%	100.0%	
Other	1	0	0	
	2.2%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Length of Residence					
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
		(A)	(B)	(C)	(D)	(E)	(F)
J. Respondent's Gender	Male						
	Female						
	Other	a	a			a	

Comparisons of Column Proportions^{b,c}

		Length of Residence	
		More than 25 years	DK/NA
		(G)	(H)
J. Respondent's Gender	Male		a
	Female		a
	Other	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent/Own			
		Total	Rent	Own	Not sure/DK/NA
J. Respondent's Gender	Total	527	154	369	4
	Male	284	80	202	3
		53.9%	51.9%	54.7%	55.8%
	Female	240	73	165	2
	45.5%	47.4%	44.7%	44.2%	
Other	3	1	2	0	
	.6%	.7%	.5%	.0%	

Comparisons of Column Proportions^{b,c}

		Rent/Own		
		Rent	Own	Not sure/DK/NA
		(A)	(B)	(C)
J. Respondent's Gender	Male			
	Female			a
	Other			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Prime/Secondary Residence		
		Total	Primary home	Second home
J. Respondent's Gender	Total	369	365	3
	Male	202	199	2
		54.7%	54.6%	70.0%
	Female	165	164	1
	44.7%	44.9%	30.0%	
Other	2	2	0	
	.5%	.5%	.0%	

Comparisons of Column Proportions ^{b,c}

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
J. Respondent's Gender	Male		
	Female		a
	Other		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnic Group					
		Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino
J. Respondent's Gender	Total	527	2	2	8	397	96
	Male	284	2	2	4	231	36
	Female	240	0	0	4	164	60
	Other	3	0	0	0	1	0
			.6%	.0%	.0%	.0%	.3%	.0%

		Ethnic Group			
		Native Hawaiian/other Pacific Islander	Some other race	Two or more races	DK/NA
J. Respondent's Gender	Total	1	1	7	14
	Male	0	1	5	4
	Female	1	0	2	9
	Other	0	0	0	2
		.0%	.0%	.1%	.0%	13.3%

Comparisons of Column Proportions ^{c,d}

		Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
J. Respondent's Gender	Male	a,b	a,b		E		a,b
	Female	a,b	a,b			D	a,b
	Other	a,b	a,b	b		b	a,b

Comparisons of Column Proportions ^{c,d}

		Ethnic Group		
		Some other race	Two or more races	DK/NA
		(G)	(H)	(I)
J. Respondent's Gender	Male	a		
	Female	a		
	Other	a,b	b	D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of the Airport (Yes/No)		
		Total	Yes	No
J. Respondent's Gender	Total	287	279	9
	Male	155	152	2
	Female	132	125	7
	Other	1	1	0
		.3%	.3%	.0%

Comparisons of Column Proportions ^{b,c}

		Vicinity of the Airport (Yes/No)	
		Yes	No
		(A)	(B)
J. Respondent's Gender	Male		
	Female		
	Other		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Vicinity of Airport						
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
J. Respondent's Gender	Total	287	2	26	24	7	70	7
	Male	155	0	14	8	2	33	0
	Female	132	2	12	15	5	36	7
	Other	1	0	0	0	0	1	0
		.3%	.0%	.0%	.0%	.0%	1.2%	.0%

		Vicinity of Airport					
		Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
J. Respondent's Gender	Total	6	13	42	24	58	9
	Male	5	9	31	10	40	2
	Female	2	5	11	14	18	7
	Other	0	0	0	0	0	0
		73.4%	65.9%	74.1%	42.2%	68.7%	25.4%
		26.6%	34.1%	25.9%	57.8%	31.3%	74.6%
		.0%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport						
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
J. Respondent's Gender	Male							
	Female	a	a	a	a		l	a
	Other							

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(H)	(I)	(J)	(K)	(L)
J. Respondent's Gender	Male		F			
	Female	a	a	a	a	a
	Other					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
J. Respondent's Gender	Total	527	18	276	133	100
	Male	284	18	135	87	44
	Female	240	0	141	45	53
	Other	3	0	0	1	2
		53.9%	98.8%	48.8%	65.6%	44.5%
		45.5%	1.2%	51.2%	33.8%	53.2%
		.6%	.0%	.0%	.6%	2.2%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
J. Respondent's Gender	Male	B C D		B D	
	Female	a	A C	A	A C
	Other				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
J. Respondent's Gender	Total	527	66	99	163	123	77
	Male	284	36	69	96	53	30
	Female	240	29	28	66	69	47
	Other	3	1	1	0	1	0
		53.9%	55.1%	70.0%	59.2%	43.1%	38.6%
		45.5%	43.6%	28.8%	40.8%	56.1%	61.4%
		.6%	1.2%	1.2%	.0%	.9%	.0%

Comparisons of Column Proportions^{b,c}

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male		D E	E		
	Female			a	B	B C
	Other					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Remain the Way it is					Not sure/DK/NA
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	
J. Respondent's Gender	Total	527	82	172	132	88	53
	Male	284	36	93	75	51	29
	Female	240	46	79	55	36	24
	Other	3	0	0	2	1	0
		.6%	.0%	.0%	1.7%	.9%	.0%

Comparisons of Column Proportions^{b,c}

		Remain the Way it is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male					
	Female					
	Other	a	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					Not sure/DK/NA
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	
J. Respondent's Gender	Total	527	232	221	33	10	32
	Male	284	111	135	18	7	13
	Female	240	119	85	14	3	18
	Other	3	2	0	1	0	0
		.6%	1.0%	.0%	2.5%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male		A			
	Female				a	
	Other		a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			Not sure/DK/NA
		Total	Yes	No	
J. Respondent's Gender	Total	527	61	465	1
	Male	284	39	245	0
	Female	240	21	217	1
	Other	3	0	3	0
		.6%	.0%	.7%	.0%

Comparisons of Column Proportions^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
J. Respondent's Gender	Male			a,b
	Female			a,b
	Other	b		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Visited for Non-Aviation Reasons			
		Total	Yes	No	Not sure/DK/NA
J. Respondent's Gender	Total	527	398	128	1
	Male	284	217	67	1
	Female	240	180	60	0
	Other	3	2	1	0
		.6%	.5%	.8%	.0%

Comparisons of Column Proportions^{c,d}

		Have Visited for Non-Aviation Reasons		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
J. Respondent's Gender	Male			a,b
	Female			a,b
	Other			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
J. Respondent's Gender	Total	527	160	188	60	30	89
	Male	284	94	94	40	14	43
		53.9%	58.7%	49.7%	65.8%	48.2%	48.2%
	Female	240	65	95	20	16	45
		45.5%	40.5%	50.3%	32.8%	51.8%	50.6%
Other	3	1	0	1	0	1	
	.6%	.7%	.0%	1.4%	.0%	1.2%	

Comparisons of Column Proportions^{b,c}

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male					
	Female		a			
	Other				a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Second Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
J. Respondent's Gender	Total	527	205	195	43	40	43
	Male	284	96	117	29	26	17
		53.9%	46.6%	59.9%	67.4%	63.7%	38.9%
	Female	240	110	77	13	14	26
		45.5%	53.4%	39.5%	30.1%	34.3%	61.1%
Other	3	0	1	1	1	0	
	.6%	.0%	.6%	2.5%	2.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Second Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male					
	Female	a				C
	Other					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Shift					
		Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
J. Respondent's Gender	Total	527	78	19	322	65	17
	Male	284	38	15	175	40	6
		53.9%	48.3%	78.9%	54.3%	61.8%	36.4%
	Female	240	40	3	146	24	11
		45.5%	51.7%	15.5%	45.4%	37.0%	63.6%
Other	3	0	1	1	1	0	
	.6%	.0%	5.6%	.4%	1.3%	.0%	

		Shift
		Switch to DK/NA
J. Respondent's Gender	Total	26
	Male	11
		40.5%
	Female	16
		59.5%
Other	0	
	.0%	

Comparisons of Column Proportions^{b,c}

		Shift				
		Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male					
	Female	a				B
	Other		C			a

Comparisons of Column Proportions^{b,c}

		Shift
		Switch to DK/NA
		(F)
J. Respondent's Gender	Male	B
	Female	a
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
QK. Date	Total	527	527
	May 26	19 3.6%	19 3.6%
	May 27	60 11.4%	60 11.4%
	May 28	14 2.6%	14 2.6%
	May 29	21 4.0%	21 4.0%
	May 30	33 6.3%	33 6.3%
	May 31	21 4.0%	21 4.0%
	June 1	31 5.9%	31 5.9%
	June 2	6 1.2%	6 1.2%
	June 3	19 3.7%	19 3.7%
	June 4	5 .9%	5 .9%
	June 5	9 1.8%	9 1.8%
	June 7	26 5.0%	26 5.0%
	June 8	49 9.3%	49 9.3%
	June 9	43 8.2%	43 8.2%
	June 10	19 3.6%	19 3.6%
	June 11	42 8.0%	42 8.0%
	June 12	13 2.4%	13 2.4%
	June 13	4 .8%	4 .8%
	June 14	9 1.7%	9 1.7%
June 15	3 .5%	3 .5%	
June 16	5 .9%	5 .9%	
June 17	76 14.3%	76 14.3%	

Comparisons of Column Proportions^{a, b}

		Total
		Total
		(A)
QK. Date	May 26	.
	May 27	.
	May 28	.
	May 29	.
	May 30	.
	May 31	.
	June 1	.
	June 2	.
	June 3	.
	June 4	.
	June 5	.
	June 7	.
	June 8	.
	June 9	.
	June 10	.
	June 11	.
	June 12	.
June 13	.	
June 14	.	
June 15	.	
June 16	.	
June 17	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	Other
Total	527	284	240	3
May 26	19 3.6%	9 3.2%	10 4.2%	0 .0%
May 27	60 11.4%	39 13.7%	20 8.3%	1 34.9%
May 28	14 2.6%	12 4.1%	2 .9%	0 .0%
May 29	21 4.0%	14 4.9%	6 2.6%	1 26.9%
May 30	33 6.3%	13 4.5%	20 8.5%	0 .0%
May 31	21 4.0%	8 2.7%	13 5.6%	0 .0%
June 1	31 5.9%	9 3.2%	21 8.6%	1 38.2%
June 2	6 1.2%	4 1.6%	2 .8%	0 .0%
June 3	19 3.7%	12 4.3%	7 3.0%	0 .0%
June 4	5 .9%	2 .6%	3 1.2%	0 .0%
June 5	9 1.8%	6 2.1%	3 1.4%	0 .0%
June 7	26 5.0%	18 6.5%	8 3.2%	0 .0%
June 8	49 9.3%	29 10.1%	20 8.5%	0 .0%
June 9	43 8.2%	28 9.8%	15 6.3%	0 .0%
June 10	19 3.6%	5 1.7%	14 5.9%	0 .0%
June 11	42 8.0%	27 9.7%	15 6.2%	0 .0%
June 12	13 2.4%	8 2.7%	5 2.1%	0 .0%
June 13	4 .8%	0 .1%	4 1.6%	0 .0%
June 14	9 1.7%	7 2.4%	2 1.0%	0 .0%
June 15	3 .5%	0 .1%	2 1.0%	0 .0%
June 16	5 .9%	3 1.0%	2 .8%	0 .0%
June 17	76 14.3%	32 11.1%	44 18.4%	0 .0%

QK.
Date

Comparisons of Column Proportions^{b,c}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
QK. Date			
May 26			a
May 27			.
May 28	B		a
May 29			B
May 30			a
May 31			.
June 1		A	A
June 2			a
June 3			.
June 4			a
June 5			.
June 7			a
June 8			.
June 9			a
June 10		A	.
June 11			a
June 12			.
June 13			.
June 14			.
June 15			.
June 16			.
June 17		A	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age					Not coded
		18-29	30-39	40-49	50-64	65+	
Total	527	77	101	110	162	70	7
May 26	19	0	9	4	4	2	0
	3.6%	.0%	9.0%	3.9%	2.2%	2.9%	.0%
May 27	60	11	15	12	15	7	0
	11.4%	14.2%	14.6%	10.5%	9.6%	10.3%	.0%
May 28	14	0	0	8	4	1	0
	2.6%	.0%	.0%	7.6%	2.6%	1.5%	.0%
May 29	21	3	3	6	6	3	0
	4.0%	4.4%	2.5%	5.9%	3.5%	4.2%	.0%
May 30	33	0	1	8	17	7	0
	6.3%	.0%	1.3%	6.9%	10.5%	10.0%	5.6%
May 31	21	7	2	2	2	7	0
	4.0%	9.2%	2.1%	2.1%	1.3%	10.0%	5.6%
June 1	31	0	10	11	9	0	1
	5.9%	.0%	9.7%	9.8%	5.6%	.6%	14.3%
June 2	6	0	1	1	4	0	0
	1.2%	.0%	1.1%	1.1%	2.2%	.6%	.0%
June 3	19	4	0	1	9	6	0
	3.7%	4.5%	.0%	.7%	5.8%	8.0%	.0%
June 4	5	0	1	0	1	2	1
	.9%	.0%	1.1%	.0%	.9%	2.4%	8.7%
June 5	9	0	0	3	5	1	0
	1.8%	.0%	.0%	3.2%	3.1%	1.2%	.0%
June 7	26	3	1	9	11	2	0
	5.0%	3.7%	1.5%	7.9%	6.6%	3.6%	.0%
June 8	49	4	20	9	12	3	0
	9.3%	4.8%	20.2%	8.5%	7.6%	4.3%	5.6%
June 9	43	8	1	15	14	5	0
	8.2%	10.7%	1.2%	13.2%	8.8%	7.0%	.0%
June 10	19	0	2	2	9	6	0
	3.6%	.0%	2.3%	1.7%	5.4%	8.6%	.0%
June 11	42	10	11	5	9	7	1
	8.0%	12.4%	10.6%	4.9%	5.6%	9.8%	9.0%
June 12	13	0	6	0	5	2	0
	2.4%	.0%	5.8%	.0%	3.1%	2.5%	.0%
June 13	4	4	0	0	0	0	0
	.8%	4.8%	.3%	.0%	.0%	.1%	.0%
June 14	9	4	1	2	2	0	0
	1.7%	5.0%	1.1%	1.8%	1.2%	.3%	.0%
June 15	3	0	2	0	0	0	0
	.5%	.0%	2.3%	.0%	.0%	.4%	.0%
June 16	5	0	1	1	2	1	0
	.9%	.0%	1.3%	.8%	1.1%	1.0%	.0%
June 17	76	20	12	11	22	8	3
	14.3%	26.2%	12.1%	9.6%	13.4%	10.8%	51.1%

QK. Date

Comparisons of Column Proportions^{b,c}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
May 26	a					a
May 27	.					.
May 28	a	a				a
May 29	.					.
May 30	a			B		.
May 31	D				D	.
June 1	a					a
June 2	a					a
June 3	.	a				.
June 4	a		a			a
June 5	a	a	.			a
June 7	.					.
June 8	.	A D E				.
June 9	B		B			a
June 10	a					a
June 11	.					.
June 12	a		a			a
June 13	.		a			.
June 14	D		.			.
June 15	a		a	a		a
June 16	.		.			.
June 17	C					C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

	Total	Date									
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
Total	527	19	60	14	21	33	21	31	6	19	5
May 26	19	100.0%	0	0	0	0	0	0	0	0	0
May 27	60	0	100.0%	0	0	0	0	0	0	0	0
May 28	14	0	0	100.0%	0	0	0	0	0	0	0
May 29	21	0	0	0	100.0%	0	0	0	0	0	0
May 30	33	0	0	0	0	100.0%	0	0	0	0	0
May 31	21	0	0	0	0	0	100.0%	0	0	0	0
June 1	31	0	0	0	0	0	0	100.0%	0	0	0
June 2	6	0	0	0	0	0	0	0	100.0%	0	0
June 3	19	0	0	0	0	0	0	0	0	100.0%	0
June 4	5	0	0	0	0	0	0	0	0	0	100.0%
June 5	9	0	0	0	0	0	0	0	0	0	0
June 7	26	0	0	0	0	0	0	0	0	0	0
June 8	49	0	0	0	0	0	0	0	0	0	0
June 9	43	0	0	0	0	0	0	0	0	0	0
June 10	19	0	0	0	0	0	0	0	0	0	0
June 11	42	0	0	0	0	0	0	0	0	0	0
June 12	13	0	0	0	0	0	0	0	0	0	0
June 13	4	0	0	0	0	0	0	0	0	0	0
June 14	9	0	0	0	0	0	0	0	0	0	0
June 15	3	0	0	0	0	0	0	0	0	0	0
June 16	5	0	0	0	0	0	0	0	0	0	0
June 17	76	0	0	0	0	0	0	0	0	0	0

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

	Total	Date									
		June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
Total	9	26	49	43	19	42	13	4	9	3	
May 26	0	0	0	0	0	0	0	0	0	0	
May 27	0	0	0	0	0	0	0	0	0	0	
May 28	0	0	0	0	0	0	0	0	0	0	
May 29	0	0	0	0	0	0	0	0	0	0	
May 30	0	0	0	0	0	0	0	0	0	0	
May 31	0	0	0	0	0	0	0	0	0	0	
June 1	0	0	0	0	0	0	0	0	0	0	
June 2	0	0	0	0	0	0	0	0	0	0	
June 3	0	0	0	0	0	0	0	0	0	0	
June 4	0	0	0	0	0	0	0	0	0	0	
June 5	9	100.0%	0	0	0	0	0	0	0	0	
June 7	0	0	26	0	0	0	0	0	0	0	
June 8	0	0	0	49	0	0	0	0	0	0	
June 9	0	0	0	0	43	0	0	0	0	0	
June 10	0	0	0	0	0	19	0	0	0	0	
June 11	0	0	0	0	0	0	42	0	0	0	
June 12	0	0	0	0	0	0	0	13	0	0	
June 13	0	0	0	0	0	0	0	0	4	0	
June 14	0	0	0	0	0	0	0	0	0	9	
June 15	0	0	0	0	0	0	0	0	0	0	
June 16	0	0	0	0	0	0	0	0	0	3	
June 17	0	0	0	0	0	0	0	0	0	0	

	Date	
	June 16	June 17
Total	5	76
May 26	0 .0%	0 .0%
May 27	0 .0%	0 .0%
May 28	0 .0%	0 .0%
May 29	0 .0%	0 .0%
May 30	0 .0%	0 .0%
May 31	0 .0%	0 .0%
June 1	0 .0%	0 .0%
June 2	0 .0%	0 .0%
June 3	0 .0%	0 .0%
June 4	0 .0%	0 .0%
June 5	0 .0%	0 .0%
June 7	0 .0%	0 .0%
June 8	0 .0%	0 .0%
June 9	0 .0%	0 .0%
June 10	0 .0%	0 .0%
June 11	0 .0%	0 .0%
June 12	0 .0%	0 .0%
June 13	0 .0%	0 .0%
June 14	0 .0%	0 .0%
June 15	0 .0%	0 .0%
June 16	5 100.0%	0 .0%
June 17	0 .0%	76 100.0%

QK. Date

Comparisons of Column Proportions b,c

	Date	Date										
		May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4	June 5
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
QK. Date	May 26	a	a	a	a	a	a	a	a	a	a	a
	May 27	a	a	a	a	a	a	a	a	a	a	a
	May 28	a	a	a	a	a	a	a	a	a	a	a
	May 29	a	a	a	a	a	a	a	a	a	a	a
	May 30	a	a	a	a	a	a	a	a	a	a	a
	May 31	a	a	a	a	a	a	a	a	a	a	a
	June 1	a	a	a	a	a	a	a	a	a	a	a
	June 2	a	a	a	a	a	a	a	a	a	a	a
	June 3	a	a	a	a	a	a	a	a	a	a	a
	June 4	a	a	a	a	a	a	a	a	a	a	a
	June 5	a	a	a	a	a	a	a	a	a	a	a
	June 7	a	a	a	a	a	a	a	a	a	a	a
	June 8	a	a	a	a	a	a	a	a	a	a	a
	June 9	a	a	a	a	a	a	a	a	a	a	a
	June 10	a	a	a	a	a	a	a	a	a	a	a
	June 11	a	a	a	a	a	a	a	a	a	a	a
	June 12	a	a	a	a	a	a	a	a	a	a	a
June 13	a	a	a	a	a	a	a	a	a	a	a	
June 14	a	a	a	a	a	a	a	a	a	a	a	
June 15	a	a	a	a	a	a	a	a	a	a	a	
June 16	a	a	a	a	a	a	a	a	a	a	a	
June 17	a	a	a	a	a	a	a	a	a	a	a	

Comparisons of Column Proportions b,c

	Date	Date									
		June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15	June 16
		(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)
QK. Date	May 26	a	a	a	a	a	a	a	a	a	a
	May 27	a	a	a	a	a	a	a	a	a	a
	May 28	a	a	a	a	a	a	a	a	a	a
	May 29	a	a	a	a	a	a	a	a	a	a
	May 30	a	a	a	a	a	a	a	a	a	a
	May 31	a	a	a	a	a	a	a	a	a	a
	June 1	a	a	a	a	a	a	a	a	a	a
	June 2	a	a	a	a	a	a	a	a	a	a
	June 3	a	a	a	a	a	a	a	a	a	a
	June 4	a	a	a	a	a	a	a	a	a	a
	June 5	a	a	a	a	a	a	a	a	a	a
	June 7	a	a	a	a	a	a	a	a	a	a
	June 8	a	a	a	a	a	a	a	a	a	a
	June 9	a	a	a	a	a	a	a	a	a	a
	June 10	a	a	a	a	a	a	a	a	a	a
	June 11	a	a	a	a	a	a	a	a	a	a
	June 12	a	a	a	a	a	a	a	a	a	a
June 13	a	a	a	a	a	a	a	a	a	a	
June 14	a	a	a	a	a	a	a	a	a	a	
June 15	a	a	a	a	a	a	a	a	a	a	
June 16	a	a	a	a	a	a	a	a	a	a	
June 17	a	a	a	a	a	a	a	a	a	a	

Comparisons of Column Proportions^{b,c}

QK. Date	Date
	June 17
	(V)

May 26	a
May 27	a
May 28	a
May 29	a
May 30	a
May 31	a
June 1	a
June 2	a
June 3	a
June 4	a
June 5	a
June 7	a
June 8	a
June 9	a
June 10	a
June 11	a
June 12	a
June 13	a
June 14	a
June 15	a
June 16	a
June 17	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

QK. Date		Zip Code											
		Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
	Total	527	10	18	11	12	72	53	19	14	11	301	7
	May 26	19	0	0	0	0	0	1	0	1	0	17	0
		3.6%	.0%	2.4%	.0%	.0%	.0%	1.5%	.0%	6.2%	.0%	5.6%	.0%
	May 27	60	1	0	0	0	2	13	4	0	0	40	0
		11.4%	6.1%	1.3%	.3%	.0%	3.2%	25.2%	20.0%	.3%	.0%	13.2%	.0%
	May 28	14	0	0	0	0	0	1	0	0	0	12	0
		2.6%	.0%	2.4%	.0%	.0%	.0%	1.5%	.0%	.0%	.0%	4.1%	.0%
	May 29	21	0	0	0	0	1	0	3	1	0	15	0
		4.0%	.0%	2.4%	.0%	.0%	2.0%	.0%	17.8%	4.8%	.0%	5.0%	.0%
	May 30	33	0	0	0	3	4	1	0	0	0	24	0
		6.3%	.0%	.0%	3.2%	30.0%	6.2%	2.3%	.4%	.0%	.0%	7.8%	.0%
	May 31	21	0	1	0	0	0	0	0	0	0	13	7
		4.0%	.0%	5.9%	.0%	.0%	.0%	.2%	.0%	.0%	.0%	4.2%	99.9%
	June 1	31	1	1	0	0	7	2	0	6	0	14	0
		5.9%	9.2%	4.2%	.0%	.0%	10.3%	3.7%	.0%	43.7%	.0%	4.6%	.0%
	June 2	6	0	0	0	0	0	0	0	0	0	6	0
		1.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	2.1%	.0%
	June 3	19	0	0	4	0	9	0	1	1	0	5	0
		3.7%	.0%	.0%	32.7%	.0%	12.3%	.0%	5.0%	4.8%	.0%	1.8%	.0%
	June 4	5	0	1	0	0	0	0	0	0	0	4	0
		.9%	.0%	4.2%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	1.3%	.0%
	June 5	9	1	0	0	0	2	0	0	1	0	4	0
		1.8%	12.2%	2.4%	3.2%	.0%	3.0%	.0%	.0%	6.2%	.0%	1.4%	.0%
	June 7	26	2	0	0	0	2	0	3	0	0	18	0
		5.0%	23.9%	.0%	.3%	.0%	3.0%	.8%	16.1%	2.6%	.0%	5.9%	.0%
	June 8	49	0	5	6	2	4	8	1	1	0	23	0
		9.3%	.0%	25.6%	56.6%	13.0%	5.7%	16.1%	3.0%	8.0%	.0%	7.5%	.0%
	June 9	43	0	0	0	0	10	4	1	1	5	22	0
		8.2%	4.1%	.0%	.0%	.0%	14.4%	7.9%	3.8%	6.2%	44.7%	7.3%	.0%
	June 10	19	0	1	0	3	2	2	0	0	4	7	0
		3.6%	.0%	4.2%	.0%	30.0%	2.3%	2.9%	.0%	1.1%	37.0%	2.4%	.0%
	June 11	42	3	3	0	0	5	5	5	0	2	19	0
		8.0%	27.3%	17.7%	.0%	.0%	6.9%	10.3%	27.7%	.0%	18.2%	6.2%	.0%
	June 12	13	0	1	0	0	4	3	0	0	0	5	0
		2.4%	.0%	6.2%	.0%	.0%	5.5%	5.5%	.0%	.0%	.0%	1.5%	.0%
	June 13	4	0	4	0	0	0	0	0	0	0	0	0
		.8%	.0%	21.0%	.0%	.0%	.0%	.2%	.0%	.0%	.0%	.1%	.0%
	June 14	9	0	0	0	0	0	1	1	0	0	7	0
		1.7%	.0%	.0%	.0%	.0%	.0%	1.9%	3.8%	.0%	.0%	2.4%	.0%
	June 15	3	0	0	0	0	2	0	0	0	0	0	0
		.5%	.0%	.0%	.0%	.0%	3.2%	.6%	.0%	.0%	.0%	.0%	.0%
	June 16	5	0	0	0	0	0	3	0	0	0	1	0
		.9%	.0%	.0%	3.2%	.0%	.0%	5.0%	.0%	2.6%	.0%	.4%	.0%
	June 17	76	2	0	0	3	16	8	0	2	0	45	0
		14.3%	17.3%	.0%	.3%	26.9%	22.0%	14.4%	2.3%	13.5%	.0%	14.9%	.0%

Comparisons of Column Proportions^{b,c}

		Zip Code										
		95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
QK. Date	May 26	.	.	.	.	.	.	.	.	.	.
	May 27	.	.	.	.	.	E	.	.	.	.
	May 28	a	.	a	a	a	.	a	a	.	a	
	May 29	a	.	a	a	.	a	.	a	.	.	
	May 30	a	a	.	F	.	.	.	a	.	.	
	May 31	a	.	.	.	a	.	a	a	.	B C F G J	
	June 1	a	a	a	a	a	.	a	E F J	a	.	
	June 2	a	a	.	.	a	.	a	.	.	.	
	June 3	a	.	J	.	J	.	a	.	.	a	
	June 4	a	.	.	.	a	.	a	.	.	a	
	June 5	.	a	.	.	.	.	.	.	a	.
	June 7	F	.	.	.	.	.	.	.	.	.
	June 8	a	.	E G J	.	.	.	.	.	.	.
	June 9	a	a	a	a	.	.	.	F J	.	.	
	June 10	.	.	.	E F J	.	.	.	E F J	.	.	
	June 11	.	.	.	.	.	J	.	.	.	.
	June 12	a	.	.	.	.	.	.	.	.	a
June 13	a	F J	.	.	.	.	.	.	.	a	
June 14	a	a	.	.	.	.	.	.	.	a	
June 15	a	a	.	.	.	.	.	.	.	a	
June 16	a	a	.	.	.	.	.	.	.	a	
June 17	.	a	.	.	.	J	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Neighborhood							
		Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
QK. Date	Total	319	2	26	24	7	70	7	7
	May 26	17	0	0	0	0	5	0	0
	May 27	5.3%	.0%	.0%	.0%	.0%	6.8%	.0%	.0%
	May 28	40	0	0	0	0	6	0	0
	May 29	12.4%	10.2%	.0%	.0%	.0%	8.6%	.0%	.0%
	May 30	12	0	1	0	0	8	0	0
	May 31	3.9%	.0%	4.7%	.0%	.0%	11.5%	.0%	.0%
	June 1	15	0	1	0	0	4	2	0
	June 2	4.7%	.0%	3.6%	.0%	.0%	5.4%	31.4%	.0%
	June 3	24	1	2	1	0	6	0	0
	June 4	7.4%	34.9%	6.9%	3.1%	.0%	9.0%	6.3%	.0%
	June 5	20	0	3	7	0	0	0	0
	June 7	6.2%	.0%	11.4%	30.4%	.0%	.5%	.0%	.0%
	June 8	14	0	1	0	0	3	1	0
	June 9	4.3%	.0%	2.8%	.0%	.0%	4.4%	15.7%	.0%
	June 10	6	0	1	0	1	2	0	0
	June 11	2.0%	.0%	4.8%	1.8%	13.3%	2.9%	.0%	.0%
	June 12	5	0	0	0	0	2	0	0
	June 13	1.7%	19.9%	1.6%	.0%	.0%	3.0%	.0%	.0%
	June 14	4	0	0	1	0	1	0	0
June 15	1.3%	.0%	.0%	4.6%	.0%	1.1%	.0%	.0%	
June 16	4	0	0	0	0	1	0	0	
June 17	1.4%	.0%	.0%	.0%	.0%	1.6%	.0%	.0%	
June 1	18	0	1	6	0	4	0	0	
June 2	5.6%	.0%	4.0%	27.2%	.0%	6.4%	.0%	.0%	
June 3	23	0	0	0	0	2	0	7	
June 4	7.1%	.0%	.0%	.0%	.0%	3.2%	5.7%	100.0%	
June 5	27	0	0	5	0	6	0	0	
June 6	8.4%	.0%	.0%	20.3%	.0%	9.0%	.0%	.0%	
June 7	11	0	0	0	0	5	0	0	
June 8	3.5%	.0%	.0%	.0%	.0%	7.5%	.0%	.0%	
June 9	21	0	10	1	1	2	1	0	
June 10	6.5%	.0%	37.0%	3.0%	13.3%	3.1%	14.2%	.0%	
June 11	5	0	0	0	0	1	0	0	
June 12	1.4%	.0%	.0%	.0%	.0%	2.1%	.0%	.0%	
June 13	0	0	0	0	0	0	0	0	
June 14	.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
June 15	7	0	0	0	0	1	0	0	
June 16	2.3%	.0%	.0%	.0%	.0%	1.5%	.0%	.0%	
June 17	1	0	0	0	0	0	0	0	
June 18	.4%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
June 19	45	1	6	2	5	9	2	0	
June 20	14.1%	34.9%	23.2%	9.6%	73.5%	12.4%	26.8%	.0%	

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
Total	6	2	13	42	24	58	26
May 26	1 23.1%	0 .0%	1 7.2%	3 6.2%	1 5.2%	3 5.9%	2 9.5%
May 27	2 35.9%	0 .0%	2 16.1%	6 13.9%	6 23.5%	13 23.0%	4 16.7%
May 28	0 .0%	0 .0%	0 .0%	0 .5%	1 4.8%	1 2.0%	1 2.8%
May 29	0 .0%	0 .0%	1 7.6%	3 8.1%	1 6.3%	2 3.4%	0 1.6%
May 30	1 16.1%	0 .0%	0 .0%	1 3.0%	4 15.3%	4 6.1%	4 13.5%
May 31	0 3.3%	0 .0%	1 5.4%	2 5.4%	0 .0%	0 .0%	6 24.0%
June 1	1 8.8%	0 .0%	2 11.4%	2 5.7%	1 3.1%	1 2.3%	2 9.2%
June 2	0 .0%	0 .0%	0 .0%	0 .0%	1 3.1%	1 1.6%	0 .0%
June 3	0 6.4%	0 .0%	1 6.9%	0 .0%	0 .9%	0 .4%	1 2.4%
June 4	0 .0%	0 .0%	0 .0%	0 .0%	1 4.0%	1 2.2%	0 .0%
June 5	0 .0%	0 .0%	0 .0%	0 .0%	1 3.9%	2 3.9%	0 .0%
June 7	0 .0%	1 39.0%	1 5.4%	1 3.0%	2 7.9%	1 2.0%	0 .0%
June 8	0 .0%	0 .0%	0 .0%	1 3.0%	1 4.2%	9 15.6%	1 4.7%
June 9	0 .0%	0 .0%	1 7.6%	5 12.4%	1 5.2%	6 11.1%	1 5.2%
June 10	0 .0%	1 30.5%	0 .0%	4 8.8%	1 6.2%	0 .4%	0 .0%
June 11	0 .0%	0 .0%	0 3.1%	0 .0%	0 .0%	5 8.6%	1 4.1%
June 12	0 .0%	0 .0%	0 .0%	2 5.3%	0 .0%	1 1.6%	0 .0%
June 13	0 .0%	0 .0%	0 2.3%	0 .0%	0 .0%	0 .0%	0 .0%
June 14	0 .0%	1 30.5%	0 .0%	6 13.3%	0 .0%	0 .0%	0 .0%
June 16	0 .0%	0 .0%	1 9.5%	0 .0%	0 .0%	0 .0%	0 .0%
June 17	0 6.4%	0 .0%	2 17.5%	5 11.6%	1 6.2%	6 9.9%	2 6.3%

QK. Date

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

	Neighborhood
	DK/NA
Total	5
May 26	0 .0%
May 27	0 .0%
May 28	0 .0%
May 29	0 .0%
May 30	1 13.8%
May 31	0 .0%
June 1	0 .0%
June 2	0 .0%
June 3	0 .0%
June 4	0 .0%
June 5	0 .0%
June 7	0 .0%
June 8	0 4.0%
June 9	0 8.1%
June 10	0 .0%
June 11	0 .0%
June 12	0 .0%
June 13	0 .0%
June 14	0 .0%
June 16	0 .0%
June 17	4 74.1%

QK. Date

Comparisons of Column Proportions^{b,c}

		Neighborhood						
		Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
QK. Date	May 26	.	.	.	.	.	.	.
	May 27	.	a	.	.	.	.	.
	May 28	a	.	.	.	.	.	.
	May 29	.	.	.	.	.	.	.
	May 30	.	.	.	.	.	.	.
	May 31	a	.	.	.	.	.	.
	June 1	.	.	E	.	.	.	.
	June 2	.	.	.	.	.	.	.
	June 3	.	.	.	a	.	.	.
	June 4	a	a	.	.	.	.	.
	June 5	.	a	.	.	.	.	.
	June 7	.	.	M	.	.	.	.
	June 8	.	a	.	.	.	.	CE F H K L M
	June 9	.	a	.	.	.	.	NO
	June 10	.	a	.	.	.	.	.
	June 11	.	E	.	.	.	.	.
	June 12	.	a	.	a	.	.	.
	June 13	.	a	.	.	a	.	.
	June 14	.	a	.	.	.	.	.
	June 16	.	a	.	.	a	.	.
	June 17	.	.	.	CE K L M N	.	.	.

Comparisons of Column Proportions^{b,c}

		Neighborhood						
		Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
QK. Date	May 26	.	.	.	.	.	.	.
	May 27	.	.	.	.	.	.	.
	May 28	a	.	.	a	.	.	.
	May 29	.	.	.	.	.	.	.
	May 30	.	.	.	.	.	.	.
	May 31	.	.	.	.	.	.	E
	June 1	.	.	.	.	a	.	.
	June 2	a	.	a	.	.	.	a
	June 3	.	.	.	.	.	.	.
	June 4	a	a	a	.	.	.	a
	June 5	.	a	a	.	.	.	a
	June 7	.	.	.	.	.	.	.
	June 8	.	.	.	.	.	.	.
	June 9	.	.	.	.	.	.	.
	June 10	.	M	.	.	.	.	a
	June 11	.	a	.	.	a	.	.
	June 12	.	a	.	.	.	.	a
	June 13	.	a	.	.	.	a	a
	June 14	.	E	a	.	a	a	a
	June 16	.	.	.	E	.	.	.
	June 17	.	.	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Neighborhood
		DK/NA
		(O)
QK. Date	May 26	.
	May 27	.
	May 28	.
	May 29	.
	May 30	.
	May 31	.
	June 1	.
	June 2	.
	June 3	.
	June 4	.
	June 5	.
	June 7	.
	June 8	.
	June 9	.
	June 10	a
	June 11	.
	June 12	.
	June 13	.
	June 14	.
	June 16	.
	June 17	E K L M N

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

QK. Date	Length of Residence						
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
Total	527	19	66	142	92	81	48
May 26	19	1	2	7	5	2	1
	3.6%	3.2%	2.8%	5.1%	5.9%	2.6%	2.7%
May 27	60	7	10	15	16	4	4
	11.4%	35.6%	14.7%	10.3%	16.9%	4.7%	8.1%
May 28	14	1	2	2	0	7	1
	2.6%	6.2%	3.7%	1.2%	.0%	8.5%	1.9%
May 29	21	0	2	8	4	2	1
	4.0%	.0%	3.4%	5.3%	4.6%	2.7%	3.0%
May 30	33	0	5	3	11	5	5
	6.3%	2.1%	7.4%	2.5%	12.2%	6.5%	10.1%
May 31	21	0	3	2	0	0	8
	4.0%	.0%	4.3%	1.7%	.0%	.5%	16.2%
June 1	31	2	0	12	1	4	1
	5.9%	11.6%	.0%	8.4%	1.6%	5.3%	2.4%
June 2	6	0	1	2	1	2	0
	1.2%	.0%	1.6%	1.2%	1.3%	2.3%	.0%
June 3	19	0	0	0	4	6	0
	3.7%	.0%	.6%	.1%	3.8%	6.9%	.9%
June 4	5	0	0	1	0	1	1
	.9%	.0%	.0%	.8%	.4%	.7%	2.8%
June 5	9	0	1	1	2	3	2
	1.8%	.0%	1.6%	.9%	1.7%	3.8%	3.3%
June 7	26	0	4	9	1	5	3
	5.0%	.0%	6.2%	6.5%	1.3%	6.6%	5.9%
June 8	49	0	3	16	13	7	2
	9.3%	.0%	4.7%	11.6%	14.5%	9.2%	3.4%
June 9	43	2	6	7	12	7	5
	8.2%	9.5%	8.6%	5.3%	12.7%	8.9%	10.1%
June 10	19	0	1	4	2	8	1
	3.6%	.0%	1.1%	2.8%	2.0%	10.2%	2.3%
June 11	42	5	13	4	9	3	1
	8.0%	24.2%	20.2%	3.0%	10.1%	3.3%	2.6%
June 12	13	0	1	4	3	1	2
	2.4%	.0%	1.4%	2.9%	3.5%	1.0%	3.6%
June 13	4	0	0	4	0	0	0
	.8%	.0%	.0%	2.8%	.1%	.0%	.0%
June 14	9	0	3	5	0	0	0
	1.7%	.0%	4.1%	3.5%	.2%	.5%	.0%
June 15	3	0	0	0	0	2	0
	.5%	.0%	.0%	.0%	.3%	2.9%	.0%
June 16	5	0	0	2	0	1	0
	.9%	.0%	.0%	1.5%	.0%	1.2%	.0%
June 17	76	1	9	32	6	10	10
	14.3%	7.5%	13.6%	22.7%	6.7%	11.8%	20.7%

Godbe Research /// TTAD Survey - Residents /// Crosstabs 07-06-17

QK. Date	Length of Residence	
	More than 25 years	DK/NA
Total	76	3
May 26	1	0
	.7%	.0%
May 27	5	0
	7.1%	.0%
May 28	1	0
	.8%	.0%
May 29	3	0
	4.3%	.0%
May 30	3	0
	4.2%	.0%
May 31	8	0
	10.1%	.0%
June 1	10	0
	13.2%	.0%
June 2	0	0
	.5%	.0%
June 3	9	0
	12.1%	.0%
June 4	1	0
	1.8%	.0%
June 5	1	0
	1.1%	.0%
June 7	4	0
	4.8%	.0%
June 8	7	0
	9.5%	.0%
June 9	4	0
	5.9%	.0%
June 10	3	0
	4.0%	.0%
June 11	7	0
	9.0%	.0%
June 12	2	0
	2.3%	.0%
June 13	0	0
	.0%	.0%
June 14	1	0
	1.1%	.0%
June 15	0	0
	.0%	.0%
June 16	1	0
	2.0%	.0%
June 17	4	3
	5.5%	100.0%

Comparisons of Column Proportions ^{b,c}

QK. Date	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
May 26						
May 27	C E G					
May 28				a		
May 29	a					
May 30						
May 31	a			a		C E
June 1		a				
June 2	a					a
June 3	a				C	
June 4	a	a				
June 5	a					
June 7	a					
June 8	a					
June 9						
June 10	a					
June 11	C E	C E				
June 12	a					
June 13	a	a			a	a
June 14	a					a
June 15	a	a	a			a
June 16	a	a		a		a
June 17			D G			

Comparisons of Column Proportions ^{b,c}

QK. Date	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
May 26		a
May 27		a
May 28		a
May 29		a
May 30		a
May 31		a
June 1	D	a
June 2		a
June 3	C	a
June 4		a
June 5		a
June 7		a
June 8		a
June 9		a
June 10		a
June 11		a
June 12		a
June 13		a
June 14		a
June 15	a	a
June 16		a
June 17		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
Total	527	154	369	4
May 26	19 3.6%	1 .7%	18 4.9%	0 .0%
May 27	60 11.4%	12 7.5%	48 13.1%	0 .0%
May 28	14 2.6%	7 4.7%	7 1.8%	0 .0%
May 29	21 4.0%	8 5.2%	13 3.5%	0 .0%
May 30	33 6.3%	2 1.6%	29 8.0%	1 32.4%
May 31	21 4.0%	8 5.3%	12 3.4%	0 8.2%
June 1	31 5.9%	8 5.3%	23 6.2%	0 .0%
June 2	6 1.2%	0 .0%	6 1.7%	0 .0%
June 3	19 3.7%	0 .0%	19 5.2%	0 .0%
June 4	5 .9%	1 .7%	4 1.0%	0 .0%
June 5	9 1.8%	1 .8%	8 2.2%	0 .0%
June 7	26 5.0%	5 3.3%	21 5.7%	0 .0%
June 8	49 9.3%	18 11.8%	31 8.4%	0 3.6%
June 9	43 8.2%	14 8.9%	29 8.0%	0 .0%
June 10	19 3.6%	1 .5%	18 4.9%	0 .0%
June 11	42 8.0%	21 13.3%	19 5.2%	3 55.8%
June 12	13 2.4%	5 3.5%	7 1.9%	0 .0%
June 13	4 .8%	4 2.6%	0 .0%	0 .0%
June 14	9 1.7%	4 2.5%	5 1.4%	0 .0%
June 15	3 .5%	0 .0%	3 .7%	0 .0%
June 16	5 .9%	1 .6%	4 1.0%	0 .0%
June 17	76 14.3%	33 21.2%	43 11.7%	0 .0%

QK. Date

Comparisons of Column Proportions^{b,c}

QK. Date	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
May 26		A	a
May 27			a
May 28			a
May 29			a
May 30		A	A
May 31			a
June 1			a
June 2	a		a
June 3	a		a
June 4			a
June 5			a
June 7			a
June 8			a
June 9			a
June 10		A	a
June 11	B		B
June 12			a
June 13	B		a
June 14			a
June 15	a		a
June 16			a
June 17	B		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Prime/Secondary Residence		
	Total	Primary home	Second home
Total	369	365	3
May 26	18 4.9%	18 4.9%	0 .0%
May 27	48 13.1%	48 13.1%	1 19.4%
May 28	7 1.8%	5 1.5%	1 37.7%
May 29	13 3.5%	12 3.4%	1 22.8%
May 30	29 8.0%	29 7.9%	0 13.0%
May 31	12 3.4%	12 3.4%	0 .0%
June 1	23 6.2%	23 6.3%	0 .0%
June 2	6 1.7%	6 1.7%	0 .0%
June 3	19 5.2%	19 5.2%	0 7.1%
June 4	4 1.0%	4 1.0%	0 .0%
June 5	8 2.2%	8 2.2%	0 .0%
June 7	21 5.7%	21 5.8%	0 .0%
June 8	31 8.4%	31 8.4%	0 .0%
June 9	29 8.0%	29 8.0%	0 .0%
June 10	18 4.9%	18 5.0%	0 .0%
June 11	19 5.2%	19 5.3%	0 .0%
June 12	7 1.9%	7 2.0%	0 .0%
June 13	0 .0%	0 .0%	0 .0%
June 14	5 1.4%	5 1.4%	0 .0%
June 15	3 .7%	3 .7%	0 .0%
June 16	4 1.0%	4 1.0%	0 .0%
June 17	43 11.7%	43 11.8%	0 .0%

QK. Date

Comparisons of Column Proportions^{b,c}

	Prime/Secondary Residence	
	Primary home (A)	Second home (B)
May 26		.
May 27		.
May 28		A
May 29		.
May 30		.
May 31		a
June 1		.
June 2		.
June 3		.
June 4		a
June 5		a
June 7		a
June 8		.
June 9		a
June 10		.
June 11		.
June 12		.
June 13		.
June 14		.
June 15		.
June 16		.
June 17		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnic Group					
		African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
Total	527	2	2	8	397	96	1
May 26	19 3.6%	0 .0%	0 .0%	0 .0%	18 4.4%	0 .0%	0 .0%
May 27	60 11.4%	0 .0%	0 .0%	2 21.8%	54 13.7%	0 .0%	0 .0%
May 28	14 2.6%	0 .0%	0 .0%	1 15.0%	5 1.3%	6 6.6%	0 .0%
May 29	21 4.0%	0 .0%	0 .0%	0 .0%	19 4.7%	0 .0%	0 .0%
May 30	33 6.3%	0 .0%	0 .0%	0 .0%	31 7.9%	0 .0%	0 .0%
May 31	21 4.0%	0 .0%	0 .0%	1 8.7%	8 1.9%	13 13.2%	0 .0%
June 1	31 5.9%	0 .0%	1 40.1%	0 .0%	17 4.2%	14 14.1%	0 .0%
June 2	6 1.2%	0 .0%	0 .0%	0 .0%	6 1.6%	0 .0%	0 .0%
June 3	19 3.7%	0 .0%	0 .0%	0 .0%	17 4.4%	0 .0%	0 .0%
June 4	5 .9%	0 .0%	0 .0%	0 .0%	5 1.2%	0 .0%	0 .0%
June 5	9 1.8%	0 .0%	0 .0%	0 .0%	9 2.4%	0 .0%	0 .0%
June 7	26 5.0%	0 .0%	0 .0%	0 .0%	16 4.1%	6 6.6%	0 .0%
June 8	49 9.3%	2 100.0%	0 .0%	1 12.5%	28 7.0%	18 19.0%	0 .0%
June 9	43 8.2%	0 .0%	0 .0%	0 .0%	38 9.5%	5 5.0%	1 100.0%
June 10	19 3.6%	0 .0%	1 59.9%	0 .0%	14 3.5%	4 4.1%	0 .0%
June 11	42 8.0%	0 .0%	0 .0%	3 42.0%	25 6.4%	11 11.4%	0 .0%
June 12	13 2.4%	0 .0%	0 .0%	0 .0%	13 3.2%	0 .0%	0 .0%
June 13	4 .8%	0 .0%	0 .0%	0 .0%	4 1.0%	0 .0%	0 .0%
June 14	9 1.7%	0 .0%	0 .0%	0 .0%	9 2.2%	0 .0%	0 .0%
June 15	3 .5%	0 .0%	0 .0%	0 .0%	3 .7%	0 .0%	0 .0%
June 16	5 .9%	0 .0%	0 .0%	0 .0%	5 1.2%	0 .0%	0 .0%
June 17	76 14.3%	0 .0%	0 .0%	0 .0%	54 13.5%	19 19.8%	0 .0%

QK. Date

	Total	Ethnic Group		
		Some other race	Two or more races	DK/NA
Total	1	7	14	
May 26	0 .0%	1 20.1%	0 .0%	
May 27	1 47.4%	1 7.5%	3 19.6%	
May 28	0 .0%	0 .0%	1 5.5%	
May 29	0 .0%	1 8.4%	2 12.0%	
May 30	0 23.7%	0 .0%	2 10.8%	
May 31	0 .0%	0 .0%	0 .0%	
June 1	0 .0%	0 .0%	0 .0%	
June 2	0 .0%	0 .0%	0 .0%	
June 3	0 .0%	2 25.0%	0 .0%	
June 4	0 .0%	0 .0%	0 .0%	
June 5	0 .0%	0 .0%	0 .0%	
June 7	0 .1%	1 8.4%	3 20.1%	
June 8	0 .0%	1 10.5%	0 .0%	
June 9	0 .1%	0 .0%	0 .0%	
June 10	0 .0%	0 .0%	0 .0%	
June 11	0 .0%	1 9.7%	2 13.8%	
June 12	0 .0%	0 .0%	0 .0%	
June 13	0 28.6%	0 .0%	0 .0%	
June 14	0 .0%	0 .0%	0 2.7%	
June 15	0 .0%	0 .0%	0 .0%	
June 16	0 .0%	0 .0%	0 .0%	
June 17	0 .1%	1 10.4%	2 15.5%	

QK. Date

Comparisons of Column Proportions ^{c,d}

QK. Date	Ethnic Group						
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander	Some other race
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
May 26	a,b	a,b	.b		.b	a,b	a,b
May 27	a,b	a,b			.b	a,b	a
May 28	a,b	a,b	D		D	a,b	a,b
May 29	a,b	a,b	.b		.b	a,b	a,b
May 30	a,b	a,b	.b		.b	a,b	a
May 31	a,b	a,b			D	a,b	a,b
June 1	a,b	a	.b		D	a,b	a,b
June 2	a,b	a,b	.b		.b	a,b	a,b
June 3	a,b	a,b	.b		.b	a,b	a,b
June 4	a,b	a,b	.b		.b	a,b	a,b
June 5	a,b	a,b	.b		.b	a,b	a,b
June 7	a,b	a,b	.b			a,b	a
June 8	a,b	a,b			D	a,b	a,b
June 9	a,b	a,b	.b			a,b	a
June 10	a,b	a	.b			a,b	a,b
June 11	a,b	a,b	D			a,b	a,b
June 12	a,b	a,b	.b		.b	a,b	a,b
June 13	a,b	a,b	.b		.b	a,b	a
June 14	a,b	a,b	.b		.b	a,b	a,b
June 15	a,b	a,b	.b		.b	a,b	a,b
June 16	a,b	a,b	.b		.b	a,b	a,b
June 17	a,b	a,b	.b			a,b	a

Comparisons of Column Proportions ^{c,d}

QK. Date	Ethnic Group	
	Two or more races	DK/NA
	(H)	(I)
May 26	.b	.b
May 27		
May 28	.b	
May 29		
May 30	.b	
May 31	.b	
June 1		.b
June 2	.b	.b
June 3	D	.b
June 4	.b	.b
June 5	.b	.b
June 7		D
June 8		.b
June 9	.b	
June 10	.b	.b
June 11		
June 12		.b
June 13	.b	.b
June 14	.b	
June 15	.b	.b
June 16	.b	.b
June 17		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
Total	287	279	9
May 26	14 5.0%	14 5.2%	0 .0%
May 27	35 12.3%	35 12.7%	0 .0%
May 28	12 4.1%	12 4.2%	0 .0%
May 29	15 5.1%	13 4.5%	2 23.0%
May 30	19 6.7%	19 6.8%	0 4.6%
May 31	14 4.7%	14 4.9%	0 .0%
June 1	11 4.0%	10 3.7%	1 11.5%
June 2	6 2.2%	6 2.2%	0 .0%
June 3	5 1.6%	5 1.7%	0 .0%
June 4	4 1.4%	4 1.5%	0 .0%
June 5	4 1.5%	4 1.6%	0 .0%
June 7	18 6.2%	17 6.0%	1 10.4%
June 8	21 7.4%	21 7.5%	0 4.1%
June 9	25 8.6%	25 8.9%	0 .0%
June 10	11 3.9%	11 3.8%	1 8.1%
June 11	20 6.8%	19 6.7%	1 10.4%
June 12	5 1.6%	5 1.7%	0 .0%
June 13	0 .1%	0 .1%	0 .0%
June 14	7 2.5%	7 2.4%	1 8.1%
June 16	1 .4%	1 .5%	0 .0%
June 17	39 13.7%	38 13.5%	2 19.6%

Comparisons of Column Proportions ^{b,c}

	Vicinity of the Airport (Yes/No)	
	Yes (A)	No (B)
May 26		a
May 27		a
May 28		a
May 29		A
May 30		
May 31		a
June 1		
June 2		a
June 3		a
June 4		a
QK. Date June 5		a
June 7		
June 8		
June 9		a
June 10		
June 11		
June 12		a
June 13		a
June 14		
June 16		a
June 17		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

QK. Date	Vicinity of Airport							
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
Total	287	2	26	24	7	70	7	6
May 26	14	0	0	0	0	5	0	1
	5.0%	.0%	.0%	.0%	.0%	6.8%	.0%	23.1%
May 27	35	0	0	0	0	6	0	2
	12.3%	10.2%	.0%	.0%	.0%	8.6%	.0%	35.9%
May 28	12	0	1	0	0	8	0	0
	4.1%	.0%	4.7%	.0%	.0%	11.5%	.0%	.0%
May 29	15	0	1	0	0	4	0	0
	5.1%	.0%	3.6%	.0%	.0%	5.4%	.0%	.0%
May 30	19	1	2	1	0	6	0	1
	6.7%	34.9%	6.9%	3.1%	.0%	9.0%	.0%	16.1%
May 31	14	0	3	7	0	0	0	0
	4.7%	.0%	11.4%	30.4%	.0%	.5%	.0%	3.3%
June 1	11	0	1	0	0	3	0	1
	4.0%	.0%	2.8%	.0%	.0%	4.4%	.0%	8.8%
June 2	6	0	1	0	1	2	0	0
	2.2%	.0%	4.8%	1.8%	13.3%	2.9%	.0%	.0%
June 3	5	0	0	0	0	2	0	0
	1.6%	19.9%	1.6%	.0%	.0%	3.0%	.0%	6.4%
June 4	4	0	0	1	0	1	0	0
	1.4%	.0%	.0%	4.6%	.0%	1.1%	.0%	.0%
June 5	4	0	0	0	0	1	0	0
	1.5%	.0%	.0%	.0%	.0%	1.6%	.0%	.0%
June 7	18	0	1	6	0	4	0	0
	6.2%	.0%	4.0%	27.2%	.0%	6.4%	.0%	.0%
June 8	21	0	0	0	0	2	7	0
	7.4%	.0%	.0%	.0%	.0%	3.2%	100.0%	.0%
June 9	25	0	0	5	0	6	0	0
	8.6%	.0%	.0%	20.3%	.0%	9.0%	.0%	.0%
June 10	11	0	0	0	0	5	0	0
	3.9%	.0%	.0%	.0%	.0%	7.5%	.0%	.0%
June 11	20	0	10	1	1	2	0	0
	6.8%	.0%	37.0%	3.0%	13.3%	3.1%	.0%	.0%
June 12	5	0	0	0	0	1	0	0
	1.6%	.0%	.0%	.0%	.0%	2.1%	.0%	.0%
June 13	0	0	0	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 14	7	0	0	0	0	1	0	0
	2.5%	.0%	.0%	.0%	.0%	1.5%	.0%	.0%
June 16	1	0	0	0	0	0	0	0
	.4%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 17	39	1	6	2	5	9	0	0
	13.7%	34.9%	23.2%	9.6%	73.5%	12.4%	.0%	6.4%

QK. Date	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
Total	13	42	24	58	9
May 26	1	3	1	3	0
	7.2%	6.2%	5.2%	5.9%	.0%
May 27	2	6	6	13	0
	16.1%	13.9%	23.5%	23.0%	.0%
May 28	0	0	1	1	0
	.0%	.5%	4.8%	2.0%	.0%
May 29	1	3	1	2	2
	7.6%	8.1%	6.3%	3.4%	23.0%
May 30	0	1	4	4	0
	.0%	3.0%	15.3%	6.1%	4.6%
May 31	1	2	0	0	0
	5.4%	5.4%	.0%	.0%	.0%
June 1	2	2	1	1	1
	11.4%	5.7%	3.1%	2.3%	11.5%
June 2	0	0	1	1	0
	.0%	.0%	3.1%	1.6%	.0%
June 3	1	0	0	0	0
	6.9%	.0%	.9%	.4%	.0%
June 4	0	0	1	1	0
	.0%	.0%	4.0%	2.2%	.0%
June 5	0	0	1	2	0
	.0%	.0%	3.9%	3.9%	.0%
June 7	1	1	2	1	1
	5.4%	3.0%	7.9%	2.0%	10.4%
June 8	0	1	1	9	0
	.0%	3.0%	4.2%	15.6%	4.1%
June 9	1	5	1	6	0
	7.6%	12.4%	5.2%	11.1%	.0%
June 10	0	4	1	0	1
	.0%	8.8%	6.2%	.4%	8.1%
June 11	0	0	0	5	1
	3.1%	.0%	.0%	8.6%	10.4%
June 12	0	2	0	1	0
	.0%	5.3%	.0%	1.6%	.0%
June 13	0	0	0	0	0
	2.3%	.0%	.0%	.0%	.0%
June 14	0	6	0	0	1
	.0%	13.3%	.0%	.0%	8.1%
June 16	1	0	0	0	0
	9.5%	.0%	.0%	.0%	.0%
June 17	2	5	1	6	2
	17.5%	11.6%	6.2%	9.9%	19.6%

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport						
		Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
QK. Date	May 26	a	a	a	a		a	
	May 27		a	a	a		a	
	May 28	a		a	a		a	a
	May 29	a		a	a		a	a
	May 30			a	a		a	
	May 31	a		E	a		a	
	June 1	a		a	a		a	
	June 2			a	a		a	a
	June 3			a	a		a	
	June 4	a	a	a	a		a	a
	June 5	a	a	a	a		a	a
	June 7	a		K	a		a	a
	June 8	a	a		a	CEGIJKL	a	a
	June 9	a	a		a		a	a
	June 10	a	a	a	a		a	a
	June 11	a	E K	a	a		a	a
	June 12	a		a	a		a	a
	June 13	a	a	a	a	a	a	a
	June 14	a	a	a	a		a	a
	June 16	a	a	a	a	a	a	a
	June 17				CEIJK		a	

Comparisons of Column Proportions^{b,c}

		Vicinity of Airport				
		Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
		(H)	(I)	(J)	(K)	(L)
QK. Date	May 26					a
	May 27					a
	May 28	a				a
	May 29					
	May 30	a				a
	May 31			a	a	
	June 1					a
	June 2	a	a			a
	June 3		a			a
	June 4	a	a			a
	June 5	a	a			a
	June 7	a				
	June 8					
	June 9					a
	June 10	a				
	June 11		a	a		
	June 12	a		a		a
	June 13		a		a	a
	June 14	a	E	a	a	
	June 16		a	a	a	a
	June 17					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
QK. Date	Total	527	18	276	133	100
	May 26	19 3.6%	1 6.8%	10 3.7%	7 5.2%	1 .7%
	May 27	60 11.4%	5 26.5%	22 7.8%	14 10.4%	20 19.7%
	May 28	14 2.6%	1 5.1%	4 1.4%	8 5.7%	1 1.4%
	May 29	21 4.0%	0 .0%	12 4.5%	5 3.5%	4 3.8%
	May 30	33 6.3%	1 6.8%	19 6.8%	10 7.7%	3 3.1%
	May 31	21 4.0%	0 .0%	15 5.3%	4 2.7%	3 2.8%
	June 1	31 5.9%	2 12.2%	12 4.4%	10 7.7%	6 6.4%
	June 2	6 1.2%	0 .0%	5 1.8%	1 1.0%	0 .0%
	June 3	19 3.7%	0 .0%	12 4.3%	4 3.1%	3 3.4%
	June 4	5 .9%	0 .0%	3 1.1%	0 .0%	2 1.8%
	June 5	9 1.8%	0 .0%	6 2.3%	3 2.0%	0 .3%
	June 7	26 5.0%	0 .0%	8 2.7%	9 6.8%	10 9.6%
	June 8	49 9.3%	0 2.3%	21 7.5%	13 10.0%	15 14.8%
	June 9	43 8.2%	1 4.5%	16 5.8%	20 14.7%	7 6.9%
	June 10	19 3.6%	0 .0%	14 5.1%	2 1.5%	3 2.8%
	June 11	42 8.0%	7 35.8%	25 9.0%	4 3.1%	7 7.0%
	June 12	13 2.4%	0 .0%	7 2.4%	6 4.4%	0 .1%
	June 13	4 .8%	0 .0%	4 1.5%	0 .0%	0 .0%
	June 14	9 1.7%	0 .0%	3 1.2%	4 3.0%	2 1.7%
	June 15	3 .5%	0 .0%	3 .9%	0 .0%	0 .0%
	June 16	5 .9%	0 .0%	4 1.3%	0 .0%	1 1.0%
	June 17	76 14.3%	0 .0%	53 19.3%	10 7.4%	12 12.5%

Comparisons of Column Proportions^{b,c}

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
QK. Date	May 26				
	May 27	B			B
	May 28				
	May 29	a			
	May 30	.			
	May 31	a			
	June 1	a			a
	June 2	a			a
	June 3	a			
	June 4	a			
	June 5	a			
	June 7	.			B
	June 8	.			
	June 9	.		B	
	June 10	a			
	June 11	B C D			
	June 12	a			
June 13	a		a	a	
June 14	a		.	.	
June 15	a		a	a	
June 16	a		a	.	
June 17	a	C			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	527	66	99	163	123	77
May 26	19	3	4	6	4	2
	3.6%	5.2%	4.1%	3.5%	3.3%	2.3%
May 27	60	5	11	13	16	16
	11.4%	7.1%	10.9%	7.9%	12.6%	20.9%
May 28	14	1	0	8	2	3
	2.6%	1.7%	.0%	4.8%	1.3%	4.0%
May 29	21	2	5	4	4	5
	4.0%	2.9%	5.4%	2.6%	3.6%	6.5%
May 30	33	4	4	10	8	7
	6.3%	6.9%	3.6%	6.2%	6.3%	9.4%
May 31	21	3	0	8	7	2
	4.0%	4.5%	.4%	4.9%	5.9%	3.1%
June 1	31	1	4	12	12	1
	5.9%	2.0%	4.3%	7.2%	10.0%	1.9%
June 2	6	1	1	3	1	0
	1.2%	1.6%	1.4%	1.8%	.8%	.0%
June 3	19	1	6	8	3	2
	3.7%	1.7%	5.7%	4.8%	2.2%	2.5%
June 4	5	1	0	1	1	1
	.9%	2.3%	.2%	.6%	1.1%	1.0%
June 5	9	0	0	2	4	3
	1.8%	.7%	.0%	1.2%	3.5%	3.4%
June 7	26	3	0	13	7	3
	5.0%	4.3%	.4%	8.1%	5.4%	4.1%
June 8	49	3	13	13	14	4
	9.3%	5.3%	13.7%	8.3%	11.8%	5.5%
June 9	43	15	11	9	3	5
	8.2%	22.1%	11.6%	5.7%	2.1%	7.0%
June 10	19	2	1	5	11	1
	3.6%	2.8%	.9%	2.8%	8.6%	1.2%
June 11	42	7	14	18	0	3
	8.0%	10.8%	14.3%	11.4%	.0%	3.5%
June 12	13	2	2	2	4	3
	2.4%	2.7%	1.7%	1.4%	3.1%	3.9%
June 13	4	0	0	0	0	4
	.8%	.0%	.1%	.2%	.0%	4.8%
June 14	9	4	2	2	0	1
	1.7%	6.7%	2.0%	1.0%	.0%	1.5%
June 15	3	0	0	2	0	0
	.5%	.0%	.3%	1.4%	.0%	.0%
June 16	5	1	0	0	2	1
	.9%	2.0%	.0%	.0%	2.0%	1.3%
June 17	76	5	19	23	20	9
	14.3%	6.9%	19.0%	14.1%	16.3%	12.2%

QK. Date

Comparisons of Column Proportions ^{b,c}

QK. Date	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 26					
May 27					C
May 28		a			
May 29					
May 30					
May 31					
June 1					a
June 2					.
June 3					
June 4					
June 5		a			
June 7		.			
June 8					
June 9	C D	D			
June 10					
June 11				a	
June 12				.	
June 13	a			a	C
June 14				a	
June 15	a			.	a
June 16		a		.	
June 17			a	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	527	82	172	132	88	53
May 26	19	1	5	4	6	3
	3.6%	1.3%	2.7%	3.0%	7.0%	6.2%
May 27	60	7	15	19	11	8
	11.4%	8.3%	8.8%	14.4%	12.8%	14.4%
May 28	14	0	8	3	1	1
	2.6%	.3%	4.8%	2.0%	1.3%	2.7%
May 29	21	3	8	4	2	4
	4.0%	3.9%	4.5%	3.3%	2.0%	7.1%
May 30	33	6	10	9	4	5
	6.3%	7.0%	5.6%	6.7%	4.9%	9.0%
May 31	21	7	1	5	7	1
	4.0%	8.7%	.4%	3.6%	8.3%	2.2%
June 1	31	7	14	6	2	2
	5.9%	9.0%	8.1%	4.5%	2.0%	3.8%
June 2	6	1	1	3	1	0
	1.2%	1.3%	.8%	2.3%	.8%	.0%
June 3	19	3	6	10	0	0
	3.7%	3.7%	3.4%	7.7%	.2%	.0%
June 4	5	2	2	0	0	0
	.9%	2.1%	1.2%	.3%	.5%	.4%
June 5	9	1	1	0	5	1
	1.8%	1.6%	.7%	.3%	5.7%	2.8%
June 7	26	2	8	8	4	4
	5.0%	2.7%	4.6%	6.3%	4.5%	7.2%
June 8	49	5	20	6	15	4
	9.3%	5.6%	11.8%	4.2%	16.8%	7.4%
June 9	43	7	19	7	5	5
	8.2%	8.3%	11.0%	5.5%	6.0%	9.4%
June 10	19	1	2	7	5	3
	3.6%	1.8%	1.3%	5.4%	6.2%	4.8%
June 11	42	8	16	9	5	5
	8.0%	9.7%	9.2%	6.5%	5.3%	10.0%
June 12	13	3	3	4	2	1
	2.4%	3.7%	1.6%	2.7%	2.0%	2.6%
June 13	4	0	4	0	0	0
	.8%	.5%	2.2%	.0%	.0%	.0%
June 14	9	1	1	2	1	4
	1.7%	1.0%	.7%	1.5%	.8%	8.3%
June 15	3	2	0	0	0	0
	.5%	2.8%	.2%	.0%	.0%	.0%
June 16	5	2	2	0	0	0
	.9%	3.0%	.9%	.3%	.3%	.0%
June 17	76	11	26	26	11	1
	14.3%	13.6%	15.4%	19.6%	12.6%	1.8%

QK. Date

Comparisons of Column Proportions^{b,c}

QK. Date	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 26					
May 27					
May 28					
May 29					
May 30					
May 31	B			B	
June 1					
June 2					a
June 3					.
June 4					.
June 5					.
June 7					.
June 8				C	.
June 9					.
June 10					.
June 11					.
June 12					.
June 13				a	a
June 14			a	a	B
June 15			.	.	a
June 16			.	.	.
June 17			E		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
QK. Date	Total	527	232	221	33	10	32
	May 26	19	6	6	3	2	1
		3.6%	2.8%	2.8%	10.2%	20.9%	3.0%
	May 27	60	28	22	6	1	3
		11.4%	11.9%	9.9%	17.4%	15.0%	10.5%
	May 28	14	2	9	1	1	0
		2.6%	.9%	4.2%	4.3%	9.7%	.0%
	May 29	21	10	6	3	0	2
		4.0%	4.4%	2.5%	9.6%	.0%	6.8%
	May 30	33	14	14	2	1	1
		6.3%	6.2%	6.3%	7.5%	11.9%	4.2%
	May 31	21	15	4	2	0	0
		4.0%	6.3%	1.9%	6.7%	.0%	.0%
	June 1	31	14	14	1	1	1
		5.9%	6.1%	6.2%	4.1%	11.6%	2.3%
	June 2	6	4	1	1	0	0
		1.2%	1.8%	.5%	2.8%	.0%	.0%
	June 3	19	6	9	1	1	2
		3.7%	2.5%	4.2%	4.1%	11.3%	6.1%
	June 4	5	3	1	1	0	0
		.9%	1.2%	.4%	3.3%	.0%	.0%
	June 5	9	4	2	0	1	2
		1.8%	1.6%	1.1%	.0%	9.7%	7.1%
	June 7	26	7	14	1	0	5
		5.0%	2.9%	6.3%	3.5%	.0%	14.6%
	June 8	49	13	33	2	0	0
		9.3%	5.5%	15.1%	7.6%	.0%	1.3%
	June 9	43	19	16	3	0	5
		8.2%	8.3%	7.4%	8.8%	.0%	14.2%
	June 10	19	13	6	0	0	0
	3.6%	5.5%	2.8%	.0%	.0%	.0%	
June 11	42	25	18	0	0	0	
	8.0%	10.6%	8.0%	.0%	.0%	.0%	
June 12	13	6	6	0	0	0	
	2.4%	2.6%	2.9%	.0%	.0%	.0%	
June 13	4	0	4	0	0	0	
	.8%	.2%	1.7%	.0%	.0%	.0%	
June 14	9	1	8	0	0	0	
	1.7%	.4%	3.6%	.0%	.0%	1.2%	
June 15	3	2	0	0	0	0	
	.5%	1.0%	.1%	.0%	.0%	.0%	
June 16	5	3	1	0	0	0	
	.9%	1.5%	.6%	.0%	.0%	.0%	
June 17	76	37	25	3	1	9	
	14.3%	16.0%	11.4%	10.0%	9.9%	28.5%	

Comparisons of Column Proportions ^{b,c}

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
QK. Date	May 26				A B	
	May 27					
	May 28					a
	May 29					
	May 30					
	May 31				a	a
	June 1					
	June 2				a	a
	June 3					
	June 4				a	a
	June 5			a		
	June 7				a	A
	June 8		A			
	June 9				a	
	June 10			a		a
	June 11					
	June 12			a		a
June 13			a		a	
June 14		A		a		
June 15			a		a	
June 16				a		
June 17						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Have Flown Out of Airport			
		Total	Yes	No	Not sure/DK/NA
QK. Date	Total	527	61	465	1
	May 26	19 3.6%	1 1.9%	18 3.8%	0 .0%
	May 27	60 11.4%	14 22.4%	46 10.0%	0 .0%
	May 28	14 2.6%	1 1.5%	13 2.7%	0 .0%
	May 29	21 4.0%	1 2.2%	20 4.2%	0 .0%
	May 30	33 6.3%	2 3.2%	31 6.7%	0 .0%
	May 31	21 4.0%	1 2.3%	20 4.2%	0 .0%
	June 1	31 5.9%	3 5.2%	28 6.0%	0 .0%
	June 2	6 1.2%	0 .0%	6 1.3%	0 .0%
	June 3	19 3.7%	4 7.2%	15 3.2%	0 .0%
	June 4	5 .9%	0 .7%	4 .9%	0 .0%
	June 5	9 1.8%	1 1.5%	8 1.8%	0 .0%
	June 7	26 5.0%	3 4.6%	23 5.0%	0 .0%
	June 8	49 9.3%	16 26.1%	33 7.2%	0 .0%
	June 9	43 8.2%	1 1.4%	42 9.1%	0 .0%
	June 10	19 3.6%	3 5.8%	15 3.3%	0 .0%
	June 11	42 8.0%	3 4.7%	38 8.3%	1 100.0%
	June 12	13 2.4%	1 1.8%	11 2.5%	0 .0%
	June 13	4 .8%	0 .0%	4 .9%	0 .0%
	June 14	9 1.7%	0 .0%	9 2.0%	0 .0%
	June 15	3 .5%	0 .0%	3 .6%	0 .0%
	June 16	5 .9%	1 1.1%	4 .9%	0 .0%
	June 17	76 14.3%	4 6.4%	72 15.4%	0 .0%

Comparisons of Column Proportions ^{c,d}

		Have Flown Out of Airport		
		Yes	No	Not sure/DK/NA
		(A)	(B)	(C)
QK. Date	May 26			a,,b
	May 27	B		a,,b
	May 28			a,,b
	May 29			a,,b
	May 30			a,,b
	May 31			a,,b
	June 1			a,,b
	June 2	,b		a,,b
	June 3			a,,b
	June 4			a,,b
	June 5			a,,b
	June 7			a,,b
	June 8	B	A	a,,b
	June 9			a,,b
	June 10			a,,b
	June 11			a,,b
	June 12			a,,b
	June 13			a,,b
June 14			a,,b	
June 15	,b		a,,b	
June 16			a,,b	
June 17			a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
Total	527	398	128	1
May 26	19 3.6%	17 4.2%	2 1.7%	0 .0%
May 27	60 11.4%	51 12.9%	9 6.8%	0 .0%
May 28	14 2.6%	13 3.1%	1 .9%	0 .0%
May 29	21 4.0%	20 5.1%	1 .6%	0 .0%
May 30	33 6.3%	26 6.4%	8 5.9%	0 .0%
May 31	21 4.0%	18 4.4%	3 2.7%	0 .0%
June 1	31 5.9%	22 5.5%	8 6.4%	1 100.0%
June 2	6 1.2%	6 1.6%	0 .0%	0 .0%
June 3	19 3.7%	11 2.7%	9 6.7%	0 .0%
June 4	5 .9%	3 .8%	2 1.4%	0 .0%
June 5	9 1.8%	8 2.0%	1 1.1%	0 .0%
June 7	26 5.0%	18 4.5%	8 6.5%	0 .0%
June 8	49 9.3%	30 7.6%	19 14.7%	0 .0%
June 9	43 8.2%	37 9.3%	6 4.9%	0 .0%
June 10	19 3.6%	14 3.6%	5 3.6%	0 .0%
June 11	42 8.0%	23 5.7%	20 15.3%	0 .0%
June 12	13 2.4%	6 1.5%	6 5.0%	0 .0%
June 13	4 .8%	4 1.0%	0 .1%	0 .0%
June 14	9 1.7%	3 .9%	6 4.4%	0 .0%
June 15	3 .5%	2 .6%	0 .2%	0 .0%
June 16	5 .9%	3 .9%	1 1.0%	0 .0%
June 17	76 14.3%	63 15.7%	13 10.2%	0 .0%

QK.
Date

Comparisons of Column Proportions^{c, d}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
May 26			a, b
May 27			a, b
May 28			a, b
May 29	B		a, b
May 30			a, b
May 31			a, b
June 1			a, b
June 2		.b	a, b
June 3		A	a, b
June 4			a, b
June 5			a, b
June 7			a, b
June 8		A	a, b
June 9			a, b
June 10			a, b
June 11		A	a, b
June 12		A	a, b
June 13			a, b
June 14		A	a, b
June 15			a, b
June 16			a, b
June 17			a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	First Favorable/Unfavorable				Not sure/No opinion/DK/N A
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
Total	527	160	188	60	30	89
May 26	19 3.6%	6 3.9%	7 3.5%	3 4.8%	3 10.7%	0 .0%
May 27	60 11.4%	21 13.4%	24 13.0%	6 9.7%	1 2.8%	7 8.3%
May 28	14 2.6%	9 5.4%	3 1.6%	1 1.3%	1 3.1%	0 .2%
May 29	21 4.0%	6 3.6%	9 5.0%	3 5.0%	0 .0%	3 3.2%
May 30	33 6.3%	8 5.3%	15 8.0%	5 8.7%	1 2.4%	4 4.4%
May 31	21 4.0%	7 4.3%	4 2.1%	2 3.7%	1 2.4%	7 8.2%
June 1	31 5.9%	13 8.1%	7 3.5%	3 4.4%	7 24.8%	2 1.8%
June 2	6 1.2%	2 1.0%	5 2.4%	0 .0%	0 .0%	0 .0%
June 3	19 3.7%	7 4.5%	8 4.0%	0 .4%	1 2.3%	4 4.2%
June 4	5 .9%	2 1.2%	1 .6%	1 1.8%	0 .0%	1 .7%
June 5	9 1.8%	5 3.4%	1 .5%	0 .0%	2 5.6%	1 1.4%
June 7	26 5.0%	13 8.1%	5 2.4%	2 3.8%	4 12.0%	3 3.2%
June 8	49 9.3%	11 7.1%	24 12.8%	10 16.8%	0 .0%	4 4.0%
June 9	43 8.2%	7 4.6%	13 6.8%	1 2.1%	7 24.4%	14 16.3%
June 10	19 3.6%	10 6.4%	7 3.6%	1 1.8%	0 .0%	1 1.0%
June 11	42 8.0%	7 4.3%	21 11.4%	7 12.0%	1 4.2%	6 6.2%
June 12	13 2.4%	3 2.0%	3 1.4%	2 3.1%	0 .0%	5 5.5%
June 13	4 .8%	0 .0%	0 .2%	4 6.2%	0 .0%	0 .0%
June 14	9 1.7%	1 .5%	2 1.0%	4 6.5%	0 .3%	2 2.7%
June 15	3 .5%	0 .0%	3 1.4%	0 .0%	0 .0%	0 .0%
June 16	5 .9%	1 .6%	1 .5%	0 .0%	0 .0%	3 3.1%
June 17	76 14.3%	20 12.4%	27 14.1%	5 8.0%	2 5.1%	23 25.7%

QK. Date

Comparisons of Column Proportions^{b, c}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)	(E)
May 26					a
May 27					.
May 28					.
May 29				a	.
May 30				.	.
May 31				.	.
June 1			a	B C E	.
June 2			.	a	.
June 3				.	.
June 4			a	.	.
June 5			.	.	.
June 7			.	.	.
June 8			E	a	.
June 9				A B C	A
June 10				a	.
June 11				.	.
June 12				a	.
June 13	a		B	.	a
June 14	.			.	.
June 15	a		a	a	a
June 16	.		.	.	.
June 17	.		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	527	205	195	43	40	43
May 26	19	7	7	3	2	0
	3.6%	3.2%	3.7%	6.5%	5.7%	.0%
May 27	60	22	29	4	2	3
	11.4%	10.7%	14.8%	9.9%	4.0%	7.7%
May 28	14	3	7	1	1	3
	2.6%	1.3%	3.4%	1.8%	2.3%	6.5%
May 29	21	8	8	1	1	2
	4.0%	4.0%	4.3%	2.9%	2.0%	5.2%
May 30	33	7	20	4	2	1
	6.3%	3.4%	10.3%	8.6%	4.3%	1.7%
May 31	21	14	6	1	1	0
	4.0%	6.7%	2.9%	1.7%	1.8%	.2%
June 1	31	12	9	1	7	1
	5.9%	6.0%	4.8%	1.4%	18.4%	3.4%
June 2	6	3	3	1	0	0
	1.2%	1.3%	1.4%	2.2%	.0%	.0%
June 3	19	14	3	0	1	2
	3.7%	6.8%	1.3%	.5%	1.7%	4.3%
June 4	5	3	1	1	0	0
	.9%	1.3%	.4%	2.5%	.0%	.5%
June 5	9	7	0	0	2	1
	1.8%	3.3%	.0%	.0%	4.1%	2.4%
June 7	26	7	15	0	1	3
	5.0%	3.4%	7.8%	.0%	2.6%	6.7%
June 8	49	26	11	4	8	0
	9.3%	12.5%	5.7%	9.4%	19.9%	.5%
June 9	43	15	15	8	3	2
	8.2%	7.3%	7.9%	18.6%	7.9%	3.6%
June 10	19	12	5	1	0	1
	3.6%	5.7%	2.8%	1.7%	.0%	2.1%
June 11	42	10	22	8	2	0
	8.0%	5.0%	11.3%	18.8%	4.6%	.0%
June 12	13	4	5	0	0	3
	2.4%	2.1%	2.6%	.0%	.0%	7.0%
June 13	4	0	0	4	0	0
	.8%	.0%	.2%	8.6%	.0%	.0%
June 14	9	1	8	0	0	0
	1.7%	.4%	4.0%	.2%	.0%	.9%
June 15	3	2	0	0	0	0
	.5%	1.1%	.0%	.0%	.0%	.7%
June 16	5	3	2	0	0	0
	.9%	1.2%	1.1%	.0%	.0%	.0%
June 17	76	27	18	2	8	20
	14.3%	13.3%	9.3%	4.8%	20.6%	46.4%

QK. Date

Comparisons of Column Proportions^{b, c}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 26					a
May 27					
May 28					
May 29					
May 30					
May 31					
June 1				B a	a
June 2					.
June 3				a	
June 4				.	
June 5		a	a		
June 7		.	a		
June 8				B E	
June 9					
June 10				a	
June 11			A	.	.
June 12			a	a	
June 13			a	a	a
June 14			a	a	
June 15		a	a	a	
June 16		.	a	a	a
June 17					A B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Shift						
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
Total	527	78	19	322	65	17	26
May 26	19	1	0	13	5	0	0
	3.6%	1.2%	.0%	4.0%	7.9%	.0%	.0%
May 27	60	7	1	44	5	0	3
	11.4%	8.8%	7.3%	13.6%	7.0%	2.9%	10.8%
May 28	14	0	0	9	2	0	3
	2.6%	.0%	.0%	2.9%	2.6%	1.3%	9.7%
May 29	21	3	0	14	2	0	2
	4.0%	3.6%	.0%	4.3%	3.2%	.0%	8.5%
May 30	33	4	1	23	4	1	0
	6.3%	5.6%	7.7%	7.0%	6.2%	4.4%	.0%
May 31	21	9	0	11	1	0	0
	4.0%	11.1%	.0%	3.4%	2.3%	.6%	.0%
June 1	31	2	0	19	8	1	1
	5.9%	2.7%	.0%	6.0%	12.4%	4.5%	2.8%
June 2	6	0	1	5	0	0	0
	1.2%	.0%	4.9%	1.6%	.0%	.0%	.0%
June 3	19	2	0	15	1	2	0
	3.7%	2.4%	.0%	4.6%	1.4%	11.2%	.0%
June 4	5	0	0	3	1	0	0
	.9%	.5%	.0%	1.0%	1.7%	1.3%	.0%
June 5	9	1	0	5	2	0	1
	1.8%	1.6%	.0%	1.7%	2.6%	.0%	3.9%
June 6	26	5	0	17	1	0	3
	5.0%	6.2%	1.6%	5.4%	1.1%	.0%	10.9%
June 7	49	4	4	33	9	0	0
	9.3%	4.6%	18.8%	10.3%	13.2%	1.3%	.0%
June 8	43	11	4	19	7	1	1
	8.2%	14.3%	20.7%	6.0%	11.3%	3.7%	3.6%
June 9	19	1	1	16	0	1	0
	3.6%	1.4%	3.9%	5.0%	.0%	5.5%	.0%
June 10	42	4	1	28	8	0	0
	8.0%	5.2%	7.9%	8.8%	13.1%	.0%	.0%
June 11	13	5	0	4	0	1	2
	2.4%	6.8%	.0%	1.3%	.0%	8.4%	6.2%
June 12	4	0	0	0	4	0	0
	.8%	.0%	.0%	.1%	5.7%	.0%	.0%
June 13	9	6	0	3	0	0	0
	1.7%	7.5%	.0%	.8%	.2%	2.3%	.0%
June 14	3	0	0	2	0	0	0
	.5%	.0%	.0%	.7%	.0%	.0%	1.2%
June 15	5	3	0	2	0	0	0
	.9%	3.5%	.0%	.6%	.0%	.0%	.0%
June 16	76	10	5	35	5	9	11
	14.3%	12.9%	27.2%	10.9%	8.1%	52.6%	42.5%

Comparisons of Column Proportions ^{b,c}

QK. Date	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
May 26		a			a	
May 27		.			.	
May 28	a	a			.	
May 29	.	a			a	
May 30		.			.	a
May 31	C	a			.	a
June 1		.			.	.
June 2		.		a	a	a
June 3		a		.	.	a
June 4		.		.	.	a
June 5		a			a	.
June 6		.			.	.
June 7		.			.	a
June 8		.			.	.
June 9		.			.	.
June 10		.		a	.	a
June 11		.		.	a	.
June 12	C	a		.	.	.
June 13	a	a		C	a	a
June 14	C	a		.	a	a
June 15	a	a		a	a	.
June 16	C	.		.	a	a
June 17		.		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

SET Printback=On.

	Total	
	Total	Total
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.89

Comparisons of Column Means^{a,b}

	Total
	(A)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.88	.89	.76

Comparisons of Column Means^{a,b}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.65	.71	.85	.92	1.33	.79

Comparisons of Column Means^{a,b}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?					A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Date										
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.52	1.14	1.32	.99	.86	1.01	.50	1.27	1.30	.94

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.05	.90	.80	.40	1.45	.70	.93	-.80	-.10	1.00

	Date	
	June 16	June 17
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.53	1.11

Comparisons of Column Means^{a,b}

	Date									
	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?										

Comparisons of Column Means^{a,b}

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?										

Comparisons of Column Means^{a,b}

	Date	
	June 16	June 17
	(U)	(V)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.
 a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.29	.08	-.13	1.30	.89	1.36	.59	1.35	1.00	.88	.29

Comparisons of Column Means^{b,c}

	Zip Code										
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?						B C					a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.
 a. This category is not used in comparisons because the sum of case weights is less than two.
 b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.88	.85	.33	.82	1.22	1.26	1.08

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.06	1.40	1.31	-.65	.30	1.09

	Neighborhood		
	Tahoe Donner	Other	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.16	.95	1.05

Comparisons of Column Means^{a,b}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?					J K		

Comparisons of Column Means^{a,b}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?					J	J	J

Comparisons of Column Means^{a,b}

	Neighborhood
	DK/NA
	(O)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.
 a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.66	.59	.86	.79	1.19

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.52	.95	1.00

Comparisons of Column Means^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	B F					

Comparisons of Column Means^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.
 a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.44	1.05	.60

Comparisons of Column Means^{a,b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.05	1.04	1.51

Comparisons of Column Means^{a,b}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.00	-1.00	1.09	.93	.87	2.00

	Ethnic Group		
	Some other race	Two or more races	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.76	.28	-.04

Comparisons of Column Means^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		a				a

Comparisons of Column Means^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.87	.86	1.14

Comparisons of Column Means ^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes (A)	No (B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.87	.85	.33	.82	1.22	1.26	1.06

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.40	-.65	.30	1.09	1.16	1.14

Comparisons of Column Means ^{a,b}

	Vicinity of Airport							
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?								H I

Comparisons of Column Means ^{a,b}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			H	H	H

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.82	1.38	-.17	.97

Comparisons of Column Means ^{a,b}

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	C	C D		C

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	-.67	.57	1.50	1.27	.72

Comparisons of Column Means ^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		A	A B E	A B E	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	.44	.97	1.30	.74	.40

Comparisons of Column Means ^{a,b}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			A D E		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.00	1.06	.28	-.05	-.12

Comparisons of Column Means ^{a,b}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	C E	C E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.42	.80	2.00

Comparisons of Column Means ^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	B		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.07	.29	2.00

Comparisons of Column Means^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	B		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	2.00	1.00	-1.00	-2.00	

Comparisons of Column Means^{a,b,c}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	1.60	1.04	-.91	-1.58	.59

Comparisons of Column Means^{a,b}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	B C D E	C D E	D		C D

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Shift					
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.89	-1.00	1.06	1.48	-1.42	

	Shift
	Switch to DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.59

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	D	A D	A D F			A D

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.98
5B. Early forest fire warning	2.47	2.47
5C. Flight instruction and training	1.29	1.29
5D. Transportation for patients in need of urgent healthcare	2.44	2.44
5E. Search and rescue services	2.41	2.41
5F. Resident pilot use for recreation	1.15	1.15
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.25

Comparisons of Column Means^{a,b}

	Total
	Total
	(A)
5A. Acquiring and maintaining land around the airport for preservation of open space	.
5B. Early forest fire warning	.
5C. Flight instruction and training	.
5D. Transportation for patients in need of urgent healthcare	.
5E. Search and rescue services	.
5F. Resident pilot use for recreation	.
5G. Visitor use for access to the North Lake Tahoe region	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.93	2.05	.81
5B. Early forest fire warning	2.47	2.41	2.54	2.30
5C. Flight instruction and training	1.29	1.40	1.16	.76
5D. Transportation for patients in need of urgent healthcare	2.44	2.37	2.52	2.65
5E. Search and rescue services	2.41	2.36	2.47	2.30
5F. Resident pilot use for recreation	1.15	1.28	1.01	.00
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.24	1.26	.73

Comparisons of Column Means^{a,b}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			
5B. Early forest fire warning			
5C. Flight instruction and training	B		
5D. Transportation for patients in need of urgent healthcare			
5E. Search and rescue services			
5F. Resident pilot use for recreation	B		
5G. Visitor use for access to the North Lake Tahoe region			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.82	1.92	2.08	1.93	2.14	2.49
5B. Early forest fire warning	2.47	2.39	2.52	2.46	2.45	2.53	2.54
5C. Flight instruction and training	1.29	1.50	1.21	1.35	1.16	1.28	2.06
5D. Transportation for patients in need of urgent healthcare	2.44	2.60	2.51	2.36	2.37	2.47	2.58
5E. Search and rescue services	2.41	2.32	2.47	2.41	2.39	2.48	2.30
5F. Resident pilot use for recreation	1.15	1.03	1.19	1.05	1.15	1.34	1.66
5G. Visitor use for access to the North Lake Tahoe region	1.25	.93	1.13	1.32	1.38	1.29	1.76

Comparisons of Column Means ^{a,b}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space						
5B. Early forest fire warning						
5C. Flight instruction and training						
5D. Transportation for patients in need of urgent healthcare						
5E. Search and rescue services						
5F. Resident pilot use for recreation						
5G. Visitor use for access to the North Lake Tahoe region				A		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Date										
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.21	1.82	1.64	1.82	2.08	2.22	1.78	2.26	2.18	2.52
5B. Early forest fire warning	2.47	2.43	2.68	2.80	2.50	2.60	2.71	2.30	2.55	2.26	2.78
5C. Flight instruction and training	1.29	1.10	1.27	2.00	1.10	1.37	1.70	1.44	1.32	1.10	1.19
5D. Transportation for patients in need of urgent healthcare	2.44	2.66	2.65	2.73	2.37	2.21	2.73	2.12	3.00	2.20	2.71
5E. Search and rescue services	2.41	2.53	2.49	2.57	2.50	2.40	2.33	2.13	2.55	2.13	2.67
5F. Resident pilot use for recreation	1.15	1.10	1.39	1.89	.87	1.02	1.31	1.35	.97	1.41	1.89
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.12	1.02	1.36	1.19	1.52	2.07	1.25	1.98	1.10	1.29

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.61	1.67	2.24	2.37	2.02	2.27	2.00	2.64	2.00
5B. Early forest fire warning	2.59	2.04	2.41	2.46	2.66	2.29	2.61	3.00	2.79	2.00
5C. Flight instruction and training	.92	1.55	1.06	.83	1.61	1.67	.67	.17	1.03	2.00
5D. Transportation for patients in need of urgent healthcare	2.29	1.77	2.65	2.22	2.38	2.39	2.55	2.90	2.95	2.00
5E. Search and rescue services	2.53	1.99	2.48	2.40	2.68	2.22	2.53	2.98	2.95	2.00
5F. Resident pilot use for recreation	1.41	1.53	1.17	.62	1.68	.72	.59	.00	1.03	2.00
5G. Visitor use for access to the North Lake Tahoe region	1.50	1.19	1.20	.98	1.42	1.16	1.00	.20	1.20	2.00

	Date	
	June 16	June 17
5A. Acquiring and maintaining land around the airport for preservation of open space	2.13	1.95
5B. Early forest fire warning	2.20	2.38
5C. Flight instruction and training	1.87	1.28
5D. Transportation for patients in need of urgent healthcare	2.43	2.55
5E. Search and rescue services	2.41	2.47
5F. Resident pilot use for recreation	1.38	1.09
5G. Visitor use for access to the North Lake Tahoe region	.84	1.34

Comparisons of Column Means^{a,b}

	Date									
	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
5A. Acquiring and maintaining land around the airport for preservation of open space										
5B. Early forest fire warning		L								
5C. Flight instruction and training										
5D. Transportation for patients in need of urgent healthcare	L	L				L				
5E. Search and rescue services										
5F. Resident pilot use for recreation		N	N P							
5G. Visitor use for access to the North Lake Tahoe region						B N				

Comparisons of Column Means^{a,b}

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
5A. Acquiring and maintaining land around the airport for preservation of open space										
5B. Early forest fire warning										
5C. Flight instruction and training										
5D. Transportation for patients in need of urgent healthcare			L						L	
5E. Search and rescue services										
5F. Resident pilot use for recreation					N					
5G. Visitor use for access to the North Lake Tahoe region										

Comparisons of Column Means^{a,b}

	Date	
	June 16	June 17
	(U)	(V)
5A. Acquiring and maintaining land around the airport for preservation of open space		
5B. Early forest fire warning		
5C. Flight instruction and training		
5D. Transportation for patients in need of urgent healthcare		L
5E. Search and rescue services		
5F. Resident pilot use for recreation		
5G. Visitor use for access to the North Lake Tahoe region		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.90	2.13	1.43	2.57	1.97	1.62	1.62	1.61	3.00	2.04	2.00
5B. Early forest fire warning	2.47	2.65	2.67	2.04	2.57	2.44	2.44	2.39	2.68	3.00	2.43	3.00
5C. Flight instruction and training	1.29	1.34	.52	.66	2.31	1.28	1.20	1.10	1.09	1.29	1.33	2.00
5D. Transportation for patients in need of urgent healthcare	2.44	2.43	2.66	2.50	1.67	2.45	2.54	2.54	2.23	3.00	2.41	3.00
5E. Search and rescue services	2.41	2.26	2.53	2.28	2.30	2.42	2.33	2.31	2.22	3.00	2.43	2.00
5F. Resident pilot use for recreation	1.15	.87	.71	1.55	1.40	1.04	1.25	.81	1.38	1.48	1.16	1.00
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.21	.89	.12	2.30	1.42	1.33	.71	1.24	1.33	1.20	3.00

Comparisons of Column Means^{a,b}

	Zip Code									
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
5A. Acquiring and maintaining land around the airport for preservation of open space									CEFGHJ	
5B. Early forest fire warning										
5C. Flight instruction and training				BCF						
5D. Transportation for patients in need of urgent healthcare						D			D	
5E. Search and rescue services										
5F. Resident pilot use for recreation										
5G. Visitor use for access to the North Lake Tahoe region				BCGJ	C	C				C

Comparisons of Column Means^{a,b}

	Zip Code
	96162
	(K)
5A. Acquiring and maintaining land around the airport for preservation of open space	
5B. Early forest fire warning	
5C. Flight instruction and training	
5D. Transportation for patients in need of urgent healthcare	D
5E. Search and rescue services	
5F. Resident pilot use for recreation	
5G. Visitor use for access to the North Lake Tahoe region	ABCEFGHJ

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
5A. Acquiring and maintaining land around the airport for preservation of open space	2.07	2.60	1.94	2.24	2.76	2.39	1.86
5B. Early forest fire warning	2.47	2.45	2.23	2.65	1.44	2.66	2.41
5C. Flight instruction and training	1.35	1.15	1.43	1.33	1.03	1.70	.81
5D. Transportation for patients in need of urgent healthcare	2.44	2.30	2.23	2.39	2.76	2.67	2.24
5E. Search and rescue services	2.44	2.45	2.15	2.33	2.63	2.70	2.47
5F. Resident pilot use for recreation	1.17	2.00	.82	1.07	.74	1.50	.67
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.90	1.34	1.97	.71	1.49	1.27

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
5A. Acquiring and maintaining land around the airport for preservation of open space	1.01	2.53	1.83	2.33	1.97	1.52
5B. Early forest fire warning	2.06	2.78	3.00	2.17	2.40	2.21
5C. Flight instruction and training	.96	1.34	.00	.91	1.00	1.76
5D. Transportation for patients in need of urgent healthcare	2.90	2.78	2.61	2.30	2.35	2.11
5E. Search and rescue services	2.06	2.87	2.61	2.40	2.42	2.27
5F. Resident pilot use for recreation	.96	1.26	.50	.86	.89	1.71
5G. Visitor use for access to the North Lake Tahoe region	.96	1.35	1.22	1.25	.98	1.12

	Neighborhood		
	Tahoe Donner	Other	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.72	2.33	2.83
5B. Early forest fire warning	2.57	2.57	2.83
5C. Flight instruction and training	1.15	1.48	2.40
5D. Transportation for patients in need of urgent healthcare	2.34	2.51	2.83
5E. Search and rescue services	2.32	2.48	2.69
5F. Resident pilot use for recreation	1.02	1.41	1.63
5G. Visitor use for access to the North Lake Tahoe region	.87	1.48	1.00

Comparisons of Column Means^{b,c}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space				G	G L M		
5B. Early forest fire warning			D		D		
5C. Flight instruction and training	a						
5D. Transportation for patients in need of urgent healthcare							
5E. Search and rescue services					B		
5F. Resident pilot use for recreation							
5G. Visitor use for access to the North Lake Tahoe region			K M		M		

Comparisons of Column Means^{b,c}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
5A. Acquiring and maintaining land around the airport for preservation of open space							G
5B. Early forest fire warning						D	D
5C. Flight instruction and training							
5D. Transportation for patients in need of urgent healthcare							
5E. Search and rescue services							
5F. Resident pilot use for recreation		a					
5G. Visitor use for access to the North Lake Tahoe region							

Comparisons of Column Means^{b,c}

	Neighborhood
	DK/NA
	(O)
5A. Acquiring and maintaining land around the airport for preservation of open space	G
5B. Early forest fire warning	
5C. Flight instruction and training	
5D. Transportation for patients in need of urgent healthcare	
5E. Search and rescue services	
5F. Resident pilot use for recreation	
5G. Visitor use for access to the North Lake Tahoe region	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.82	2.04	2.01	1.81	2.16
5B. Early forest fire warning	2.47	2.61	2.48	2.59	2.38	2.37
5C. Flight instruction and training	1.29	1.87	1.01	1.43	1.13	1.46
5D. Transportation for patients in need of urgent healthcare	2.44	2.69	2.30	2.54	2.25	2.53
5E. Search and rescue services	2.41	2.36	2.37	2.62	2.26	2.42
5F. Resident pilot use for recreation	1.15	1.44	.73	1.26	.97	1.45
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.30	1.06	1.27	1.17	1.29

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.57	2.15	3.00
5B. Early forest fire warning	2.44	2.38	3.00
5C. Flight instruction and training	.84	1.36	3.00
5D. Transportation for patients in need of urgent healthcare	2.46	2.42	3.00
5E. Search and rescue services	2.22	2.35	2.00
5F. Resident pilot use for recreation	.73	1.38	2.00
5G. Visitor use for access to the North Lake Tahoe region	1.38	1.29	2.00

Comparisons of Column Means ^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space					F	
5B. Early forest fire warning						
5C. Flight instruction and training	B F		F		F	
5D. Transportation for patients in need of urgent healthcare						
5E. Search and rescue services			D F			
5F. Resident pilot use for recreation			B F		B F	
5G. Visitor use for access to the North Lake Tahoe region						

Comparisons of Column Means ^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
5A. Acquiring and maintaining land around the airport for preservation of open space	F	
5B. Early forest fire warning		
5C. Flight instruction and training		B F
5D. Transportation for patients in need of urgent healthcare		
5E. Search and rescue services		
5F. Resident pilot use for recreation	B F	
5G. Visitor use for access to the North Lake Tahoe region		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.96	1.99	2.24
5B. Early forest fire warning	2.47	2.47	2.47	2.21
5C. Flight instruction and training	1.29	1.40	1.24	1.37
5D. Transportation for patients in need of urgent healthcare	2.44	2.63	2.37	2.32
5E. Search and rescue services	2.41	2.47	2.38	2.16
5F. Resident pilot use for recreation	1.15	.94	1.23	1.52
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.16	1.28	1.56

Comparisons of Column Means ^{a,b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			
5B. Early forest fire warning			
5C. Flight instruction and training			
5D. Transportation for patients in need of urgent healthcare	B		
5E. Search and rescue services			
5F. Resident pilot use for recreation		A	
5G. Visitor use for access to the North Lake Tahoe region			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
5A. Acquiring and maintaining land around the airport for preservation of open space	1.99	1.99	1.18
5B. Early forest fire warning	2.47	2.47	2.70
5C. Flight instruction and training	1.24	1.24	1.15
5D. Transportation for patients in need of urgent healthcare	2.37	2.37	2.77
5E. Search and rescue services	2.38	2.38	2.39
5F. Resident pilot use for recreation	1.23	1.23	1.15
5G. Visitor use for access to the North Lake Tahoe region	1.28	1.28	1.10

Comparisons of Column Means ^{a,b}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
5A. Acquiring and maintaining land around the airport for preservation of open space		
5B. Early forest fire warning		
5C. Flight instruction and training		
5D. Transportation for patients in need of urgent healthcare		
5E. Search and rescue services		
5F. Resident pilot use for recreation		
5G. Visitor use for access to the North Lake Tahoe region		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.00	1.60	1.71	2.01	1.88	3.00
5B. Early forest fire warning	2.47	2.00	2.40	2.88	2.44	2.64	3.00
5C. Flight instruction and training	1.29	.00	.40	1.58	1.22	1.64	3.00
5D. Transportation for patients in need of urgent healthcare	2.44	2.00	2.00	2.58	2.40	2.66	3.00
5E. Search and rescue services	2.41	2.00	2.00	2.34	2.40	2.53	3.00
5F. Resident pilot use for recreation	1.15	2.00	.60	.87	1.09	1.44	.00
5G. Visitor use for access to the North Lake Tahoe region	1.25	2.00	.60	1.09	1.15	1.65	1.00

	Ethnic Group		
	Some other race	Two or more races	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	2.24	2.30	1.83
5B. Early forest fire warning	2.69	2.12	1.90
5C. Flight instruction and training	1.05	1.23	.86
5D. Transportation for patients in need of urgent healthcare	2.24	2.83	1.97
5E. Search and rescue services	2.05	2.58	1.84
5F. Resident pilot use for recreation	.66	2.01	.64
5G. Visitor use for access to the North Lake Tahoe region	1.29	1.37	1.21

Comparisons of Column Means ^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space						a
5B. Early forest fire warning					I	a
5C. Flight instruction and training					D	a
5D. Transportation for patients in need of urgent healthcare						a
5E. Search and rescue services					I	a
5F. Resident pilot use for recreation						a
5G. Visitor use for access to the North Lake Tahoe region					D	a

Comparisons of Column Means ^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
5A. Acquiring and maintaining land around the airport for preservation of open space	a		
5B. Early forest fire warning	a		
5C. Flight instruction and training	a		
5D. Transportation for patients in need of urgent healthcare	a		
5E. Search and rescue services	a		
5F. Resident pilot use for recreation	a		
5G. Visitor use for access to the North Lake Tahoe region	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
5A. Acquiring and maintaining land around the airport for preservation of open space	2.03	2.04	1.85
5B. Early forest fire warning	2.45	2.45	2.57
5C. Flight instruction and training	1.32	1.34	.59
5D. Transportation for patients in need of urgent healthcare	2.43	2.43	2.34
5E. Search and rescue services	2.43	2.43	2.51
5F. Resident pilot use for recreation	1.14	1.16	.64
5G. Visitor use for access to the North Lake Tahoe region	1.23	1.22	1.25

Comparisons of Column Means^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
5A. Acquiring and maintaining land around the airport for preservation of open space	B	
5B. Early forest fire warning		
5C. Flight instruction and training		
5D. Transportation for patients in need of urgent healthcare		
5E. Search and rescue services		
5F. Resident pilot use for recreation		
5G. Visitor use for access to the North Lake Tahoe region		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
5A. Acquiring and maintaining land around the airport for preservation of open space	2.03	2.60	1.94	2.24	2.76	2.39	1.01
5B. Early forest fire warning	2.45	2.45	2.23	2.65	1.44	2.66	2.06
5C. Flight instruction and training	1.32	1.15	1.43	1.33	1.03	1.70	.96
5D. Transportation for patients in need of urgent healthcare	2.43	2.30	2.23	2.39	2.76	2.67	2.90
5E. Search and rescue services	2.43	2.45	2.15	2.33	2.63	2.70	2.06
5F. Resident pilot use for recreation	1.14	2.00	.82	1.07	.74	1.50	.96
5G. Visitor use for access to the North Lake Tahoe region	1.23	1.90	1.34	1.97	.71	1.49	.96

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
5A. Acquiring and maintaining land around the airport for preservation of open space	2.53	2.33	1.97	1.52	1.72	1.85
5B. Early forest fire warning	2.78	2.17	2.40	2.21	2.57	2.57
5C. Flight instruction and training	1.34	.91	1.00	1.76	1.15	.59
5D. Transportation for patients in need of urgent healthcare	2.78	2.30	2.35	2.11	2.34	2.34
5E. Search and rescue services	2.87	2.40	2.42	2.27	2.32	2.51
5F. Resident pilot use for recreation	1.26	.86	.89	1.71	1.02	.64
5G. Visitor use for access to the North Lake Tahoe region	1.35	1.25	.98	1.12	.87	1.25

Comparisons of Column Means^{b,c}

	Vicinity of Airport						
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space	a			F	F J K		
5B. Early forest fire warning			D		D		D
5C. Flight instruction and training						I	
5D. Transportation for patients in need of urgent healthcare							
5E. Search and rescue services						B	
5F. Resident pilot use for recreation							
5G. Visitor use for access to the North Lake Tahoe region				I K		K	

Comparisons of Column Means ^{b,c}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
5A. Acquiring and maintaining land around the airport for preservation of open space					
5B. Early forest fire warning		D		D	
5C. Flight instruction and training					
5D. Transportation for patients in need of urgent healthcare					
5E. Search and rescue services					
5F. Resident pilot use for recreation					
5G. Visitor use for access to the North Lake Tahoe region					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.27	2.10	1.95	1.81
5B. Early forest fire warning	2.47	2.24	2.55	2.31	2.50
5C. Flight instruction and training	1.29	2.26	1.45	.98	1.06
5D. Transportation for patients in need of urgent healthcare	2.44	2.44	2.53	2.27	2.42
5E. Search and rescue services	2.41	2.13	2.51	2.36	2.25
5F. Resident pilot use for recreation	1.15	1.58	1.22	.94	1.12
5G. Visitor use for access to the North Lake Tahoe region	1.25	.99	1.46	.93	1.15

Comparisons of Column Means ^{a,b}

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space		A D	A	
5B. Early forest fire warning		C		
5C. Flight instruction and training	B C D	C D		
5D. Transportation for patients in need of urgent healthcare		C		
5E. Search and rescue services		D		
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region		C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.07	2.01	1.95	1.94	1.99
5B. Early forest fire warning	2.47	2.44	2.35	2.49	2.48	2.57
5C. Flight instruction and training	1.29	.76	1.18	1.45	1.78	.72
5D. Transportation for patients in need of urgent healthcare	2.44	2.33	2.38	2.46	2.51	2.46
5E. Search and rescue services	2.41	2.30	2.45	2.39	2.47	2.40
5F. Resident pilot use for recreation	1.15	.48	.99	1.35	1.66	.69
5G. Visitor use for access to the North Lake Tahoe region	1.25	.57	.99	1.40	1.72	1.01

Comparisons of Column Means^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space					
5B. Early forest fire warning		E	AE	ABCE	
5C. Flight instruction and training					
5D. Transportation for patients in need of urgent healthcare					
5E. Search and rescue services					
5F. Resident pilot use for recreation		A	ABE	ABE	
5G. Visitor use for access to the North Lake Tahoe region			ABE	ABCE	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.96	1.94	1.90	2.06	2.21
5B. Early forest fire warning	2.47	2.45	2.52	2.37	2.46	2.57
5C. Flight instruction and training	1.29	1.37	1.19	1.38	1.45	1.00
5D. Transportation for patients in need of urgent healthcare	2.44	2.22	2.44	2.43	2.63	2.50
5E. Search and rescue services	2.41	2.25	2.42	2.46	2.46	2.38
5F. Resident pilot use for recreation	1.15	1.17	1.08	1.16	1.34	.97
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.56	1.18	1.28	1.12	1.11

Comparisons of Column Means^{a,b}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space					
5B. Early forest fire warning					
5C. Flight instruction and training				A	
5D. Transportation for patients in need of urgent healthcare					
5E. Search and rescue services					
5F. Resident pilot use for recreation					
5G. Visitor use for access to the North Lake Tahoe region	BD				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.03	1.97	2.19	1.93	1.49
5B. Early forest fire warning	2.47	2.50	2.48	2.63	1.38	2.26
5C. Flight instruction and training	1.29	1.45	1.33	.85	.49	.48
5D. Transportation for patients in need of urgent healthcare	2.44	2.56	2.40	2.61	.81	2.20
5E. Search and rescue services	2.41	2.45	2.43	2.48	1.38	2.21
5F. Resident pilot use for recreation	1.15	1.16	1.28	.98	.46	.55
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.39	1.21	.88	.39	1.12

Comparisons of Column Means^{a,b}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	E		E		
5B. Early forest fire warning	D	D	D		D
5C. Flight instruction and training	C E	E			
5D. Transportation for patients in need of urgent healthcare	D	D	D		D
5E. Search and rescue services	D	D	D		D
5F. Resident pilot use for recreation	E	E			
5G. Visitor use for access to the North Lake Tahoe region	D				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	1.94	1.98	2.00
5B. Early forest fire warning	2.47	2.51	2.46	2.00
5C. Flight instruction and training	1.29	2.00	1.20	1.00
5D. Transportation for patients in need of urgent healthcare	2.44	2.46	2.44	2.00
5E. Search and rescue services	2.41	2.41	2.41	2.00
5F. Resident pilot use for recreation	1.15	1.80	1.06	1.00
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.52	1.21	1.00

Comparisons of Column Means^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			a
5B. Early forest fire warning			a
5C. Flight instruction and training	B		a
5D. Transportation for patients in need of urgent healthcare			a
5E. Search and rescue services			a
5F. Resident pilot use for recreation	B		a
5G. Visitor use for access to the North Lake Tahoe region	B		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.01	1.90	.
5B. Early forest fire warning	2.47	2.52	2.33	1.00
5C. Flight instruction and training	1.29	1.29	1.28	2.00
5D. Transportation for patients in need of urgent healthcare	2.44	2.49	2.28	3.00
5E. Search and rescue services	2.41	2.45	2.28	3.00
5F. Resident pilot use for recreation	1.15	1.23	.89	2.00
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.26	1.22	1.00

Comparisons of Column Means ^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			.
5B. Early forest fire warning	B		a
5C. Flight instruction and training			a
5D. Transportation for patients in need of urgent healthcare	B		a
5E. Search and rescue services	B		a
5F. Resident pilot use for recreation	B		a
5G. Visitor use for access to the North Lake Tahoe region			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.08	2.00	2.07	1.42	1.89
5B. Early forest fire warning	2.47	2.64	2.57	2.31	1.61	2.31
5C. Flight instruction and training	1.29	1.84	1.15	.97	.57	1.03
5D. Transportation for patients in need of urgent healthcare	2.44	2.59	2.46	2.46	1.59	2.40
5E. Search and rescue services	2.41	2.60	2.42	2.43	1.62	2.29
5F. Resident pilot use for recreation	1.15	1.77	.97	.78	.28	.87
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.65	1.26	.61	.57	1.13

Comparisons of Column Means ^{a,b}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	D	D	D		
5B. Early forest fire warning	C D E	D E	D		D
5C. Flight instruction and training	B C D E	D			
5D. Transportation for patients in need of urgent healthcare	D	D	D		D
5E. Search and rescue services	D E	D	D		D
5F. Resident pilot use for recreation	B C D E	D			
5G. Visitor use for access to the North Lake Tahoe region	B C D E	C D			C D

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.10	2.07	1.90	1.60	1.45
5B. Early forest fire warning	2.47	2.61	2.49	2.25	1.86	2.44
5C. Flight instruction and training	1.29	1.62	1.27	.73	1.04	.60
5D. Transportation for patients in need of urgent healthcare	2.44	2.61	2.41	2.18	2.11	2.39
5E. Search and rescue services	2.41	2.50	2.47	2.27	2.11	2.11
5F. Resident pilot use for recreation	1.15	1.50	1.07	.32	.80	.93
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.57	1.21	.64	.56	1.14

Comparisons of Column Means^{a,b}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	D E	D E			
5B. Early forest fire warning	C D	D			D
5C. Flight instruction and training	B C D E	C E			
5D. Transportation for patients in need of urgent healthcare	C D				
5E. Search and rescue services	D E	D E			
5F. Resident pilot use for recreation	B C D E	C			C
5G. Visitor use for access to the North Lake Tahoe region	B C D	C D			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Shift					
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
5A. Acquiring and maintaining land around the airport for preservation of open space	1.98	2.22	1.88	2.05	1.72	1.07
5B. Early forest fire warning	2.47	2.36	2.25	2.60	2.00	2.40
5C. Flight instruction and training	1.29	1.13	1.27	1.53	.77	.29
5D. Transportation for patients in need of urgent healthcare	2.44	2.50	2.24	2.51	2.12	2.32
5E. Search and rescue services	2.41	2.40	2.39	2.51	2.13	1.86
5F. Resident pilot use for recreation	1.15	.90	.55	1.39	.51	1.43
5G. Visitor use for access to the North Lake Tahoe region	1.25	1.12	.90	1.45	.52	1.33

	Shift
	Switch to DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.68
5B. Early forest fire warning	2.47
5C. Flight instruction and training	.78
5D. Transportation for patients in need of urgent healthcare	2.42
5E. Search and rescue services	2.26
5F. Resident pilot use for recreation	.65
5G. Visitor use for access to the North Lake Tahoe region	1.01

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	D E		E			
5B. Early forest fire warning	D		D			
5C. Flight instruction and training	E		A D E F			
5D. Transportation for patients in need of urgent healthcare			D			
5E. Search and rescue services			D E			
5F. Resident pilot use for recreation			A B D F		D	
5G. Visitor use for access to the North Lake Tahoe region	D		D		D	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total
8A1. The airport is an important component of the area's economy	.87	.87
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.71
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.63
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.71
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.64
8C2. The airport should grow to address increasing demands from the community	.11	.11
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.23
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.63

Comparisons of Column Means^{a,b}

	Total
	Total
	(A)
8A1. The airport is an important component of the area's economy	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.
8C1. The airport should reduce operations and scale back its programs and capabilities	.
8C2. The airport should grow to address increasing demands from the community	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
8A1. The airport is an important component of the area's economy	.87	.74	1.07	-.81
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.55	-.92	.22
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.63	.63	-.26
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.69	.75	-.76
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.56	-.76	.22
8C2. The airport should grow to address increasing demands from the community	.11	.10	.11	.58
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.22	-.28	1.35
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.68	.59	.05

Comparisons of Column Means^{a,b}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy		A C	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	B		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			
8C1. The airport should reduce operations and scale back its programs and capabilities			
8C2. The airport should grow to address increasing demands from the community			
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						Not coded
	Total	18-29	30-39	40-49	50-64	65+	
8A1. The airport is an important component of the area's economy	.87	.56	.99	1.08	.66	1.16	1.39
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.57	-.98	-.69	-.62	-.73	-.47
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.62	.92	.54	.50	.61	1.61
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.24	.74	.80	.71	.97	1.78
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.62	-.61	-.30	-.73	-1.02	-.84
8C2. The airport should grow to address increasing demands from the community	.11	.18	.08	.18	-.08	.25	1.52
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.12	.17	-.46	-.45	-.17	.49
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.33	.82	.69	.57	.62	1.52

Comparisons of Column Means ^{a,b}

	Age					Not coded
	18-29	30-39	40-49	50-64	65+	
	(A)	(B)	(C)	(D)	(E)	
8A1. The airport is an important component of the area's economy						
8A2. The airport is damaging the small-town character of Truckee and the surrounding area						
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space						
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area					A	
8C1. The airport should reduce operations and scale back its programs and capabilities			E			
8C2. The airport should grow to address increasing demands from the community						
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		D				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots						

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Date										
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
8A1. The airport is an important component of the area's economy	.87	.85	.71	.65	.46	.84	.98	1.16	.57	1.16	1.08
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.55	-.75	-.44	-.60	-.81	-1.00	-1.33	-.52	-.85	-.56
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.53	.25	-.24	.55	.54	.45	1.71	.66	1.08	1.64
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.62	.85	.73	1.13	.76	1.05	1.12	.41	.88	1.88
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.34	-1.13	-.87	-.99	-1.13	-.41	-.34	-.51	-.68	-.42
8C2. The airport should grow to address increasing demands from the community	.11	-.55	.00	-.56	-.13	-.02	1.21	.78	-.39	.19	.24
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.75	-.30	-1.08	.15	-.90	-1.00	-.49	-.48	.31	.88
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.59	.81	.18	.02	.58	1.22	1.11	.72	.35	1.53

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
8A1. The airport is an important component of the area's economy	.98	1.15	1.38	.60	1.51	.88	.69	1.00	.23	1.88
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.20	-.09	-1.06	.08	-1.39	-.50	-.07	.80	.08	-.77
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.92	.54	1.01	1.14	-.12	.87	.10	-.70	.07	1.88
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.42	.65	.87	.54	.45	-.05	1.25	-.80	-.23	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.20	-.35	-.64	.26	-1.49	-.06	-.06	1.74	.37	1.00
8C2. The airport should grow to address increasing demands from the community	-.32	.60	.07	-.21	.59	.45	-.95	-.70	-.15	1.88
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.27	.68	-.49	.02	-.10	-.68	-.35	1.25	-.77	1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.32	.58	1.10	.72	-.12	.97	.43	1.75	1.52	1.88

	Date	
	June 16	June 17
8A1. The airport is an important component of the area's economy	1.02	.56
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.91	-.86
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.92	.39
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.40	.67
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.69	-1.15
8C2. The airport should grow to address increasing demands from the community	-.20	.02
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.53	.37
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	1.27	.13

Comparisons of Column Means^{b,c}

	Date									
	May 26 (A)	May 27 (B)	May 28 (C)	May 29 (D)	May 30 (E)	May 31 (F)	June 1 (G)	June 2 (H)	June 3 (I)	June 4 (J)
8A1. The airport is an important component of the area's economy										
8A2. The airport is damaging the small-town character of Truckee and the surrounding area										
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space							BCOV			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area										
8C1. The airport should reduce operations and scale back its programs and capabilities										
8C2. The airport should grow to address increasing demands from the community						Q				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground										
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots										

Comparisons of Column Means^{b,c}

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
8A1. The airport is an important component of the area's economy								a		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				G M O						
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space										
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area										a
8C1. The airport should reduce operations and scale back its programs and capabilities				B E O V		B O V		a		
8C2. The airport should grow to address increasing demands from the community										
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		E						a		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots								a		

Comparisons of Column Means^{b,c}

	Date	
	June 16	June 17
	(U)	(V)
8A1. The airport is an important component of the area's economy		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		
8C1. The airport should reduce operations and scale back its programs and capabilities		
8C2. The airport should grow to address increasing demands from the community		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
8A1. The airport is an important component of the area's economy	.87	1.33	.07	1.50	1.61	1.39	.32	1.66	1.27	1.55	.72	1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.61	.07	-1.95	-1.34	-.71	-1.09	-.61	-1.37	-1.67	-.57	-1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.73	-.04	.72	.50	1.34	.15	.11	1.29	.64	.56	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.72	.24	.79	.80	.81	.66	-.16	1.51	1.01	.71	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.39	-.28	.78	-2.00	-.34	-1.34	-1.28	-.39	-.48	-.64	1.00
8C2. The airport should grow to address increasing demands from the community	.11	.52	-.12	.83	2.00	.36	.00	.15	.18	1.00	-.12	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	.25	-.47	-1.02	-.89	.01	.16	-.76	.89	.63	-.34	-.43
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.49	1.19	1.60	-.10	.42	.07	.72	.31	-.11	.78	1.14

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

Comparisons of Column Means^{b,c}

	Zip Code											
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	
8A1. The airport is an important component of the area's economy									B F J		B F	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		C										
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space								B F J				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area										G		
8C1. The airport should reduce operations and scale back its programs and capabilities			D F G			D F						D F G
8C2. The airport should grow to address increasing demands from the community				B F J								J
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground												a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots												a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
8A1. The airport is an important component of the area's economy	.76	-.34	.46	.82	-.22	1.15	1.12
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.60	-1.55	-.61	.12	.53	-.87	-.73
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.58	1.78	.93	1.18	.93	.04	.30
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.73	1.00	.36	.72	1.26	1.04	1.27
8C1. The airport should reduce operations and scale back its programs and capabilities	-.59	-.23	-.34	1.01	-1.26	-1.06	-.95
8C2. The airport should grow to address increasing demands from the community	-.03	-.60	.49	.88	-.06	.18	-.19
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.30	-1.70	-.68	.85	-1.29	-.04	-1.17
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.75	1.80	1.08	1.12	1.29	.05	1.13

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
8A1. The airport is an important component of the area's economy	1.85	1.49	1.00	.49	.34	.85
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.70	-1.51	-.69	.35	-.12	-1.13
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	1.00	.81	1.31	.87	.80	.58
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.73	.30	1.00	.22	1.05	.72
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.94	-1.41	.53	-.34	.07	-1.13
8C2. The airport should grow to address increasing demands from the community	1.00	-.08	-.69	-1.02	-.23	-.03
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.89	.18	.12	-1.17	-.31	-.16
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	1.10	.09	.69	1.33	.89	1.04

	Neighborhood		
	Tahoe Donner	Other	DK/NA
8A1. The airport is an important component of the area's economy	.63	.90	-.63
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.52	-.72	-1.84
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.75	-.23	.63
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.00	.84	1.95
8C1. The airport should reduce operations and scale back its programs and capabilities	-.72	-.86	-.33
8C2. The airport should grow to address increasing demands from the community	-.87	.31	1.21
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.50	-.53	.33
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.75	.74	1.10

Comparisons of Column Means ^{b,c}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
8A1. The airport is an important component of the area's economy							
8A2. The airport is damaging the small-town character of Truckee and the surrounding area							
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			N				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a				M		M
8C1. The airport should reduce operations and scale back its programs and capabilities	a		B D E G H L M N				
8C2. The airport should grow to address increasing demands from the community		M	J M		M		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			J				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots							

Comparisons of Column Means^{b,c}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
8A1. The airport is an important component of the area's economy							
8A2. The airport is damaging the small-town character of Truckee and the surrounding area							
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space							
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				M			
8C1. The airport should reduce operations and scale back its programs and capabilities				E G L			
8C2. The airport should grow to address increasing demands from the community							
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground							
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots							

Comparisons of Column Means^{b,c}

	Neighborhood
	DK/NA
	(O)
8A1. The airport is an important component of the area's economy	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	
8C1. The airport should reduce operations and scale back its programs and capabilities	a
8C2. The airport should grow to address increasing demands from the community	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
8A1. The airport is an important component of the area's economy	.87	.98	.49	.85	1.09	1.02
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-1.04	-.66	-.94	-.50	-.71
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	1.04	.56	.51	.70	.63
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	1.16	.08	.74	.79	.80
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-1.23	-.43	-.72	-.52	-.93
8C2. The airport should grow to address increasing demands from the community	.11	-.06	-.05	.16	.01	.08
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.29	-.69	.16	-.28	-.42
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.65	1.07	.37	.60	.56

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
8A1. The airport is an important component of the area's economy	.57	.95	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.48	-.62	-1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.39	.77	2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.60	.83	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-.36	-.49	-2.00
8C2. The airport should grow to address increasing demands from the community	.49	.01	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.24	-.28	1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.39	.97	2.00

Comparisons of Column Means^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
8A1. The airport is an important component of the area's economy						
8A2. The airport is damaging the small-town character of Truckee and the surrounding area						
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space						
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			B	B	B	
8C1. The airport should reduce operations and scale back its programs and capabilities						
8C2. The airport should grow to address increasing demands from the community						
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			B			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots						

Comparisons of Column Means^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
8A1. The airport is an important component of the area's economy		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	B	
8C1. The airport should reduce operations and scale back its programs and capabilities		
8C2. The airport should grow to address increasing demands from the community		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	.87	.88	.71
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.90	-.64	.08
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.57	.65	.57
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.60	.75	1.10
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.30	-.80	.87
8C2. The airport should grow to address increasing demands from the community	.11	.41	-.02	.12
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.16	-.25	-.91
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.63	.63	1.09

Comparisons of Column Means^{a,b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			
8C1. The airport should reduce operations and scale back its programs and capabilities	B		B
8C2. The airport should grow to address increasing demands from the community	B		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
8A1. The airport is an important component of the area's economy	.88	.88	.65
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.64	-.64	.24
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.65	.65	.52
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.75	.74	1.20
8C1. The airport should reduce operations and scale back its programs and capabilities	-.80	-.80	-.67
8C2. The airport should grow to address increasing demands from the community	-.02	-.02	-.24
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.25	-.25	-.97
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.63	1.06

Comparisons of Column Means^{a,b}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
8A1. The airport is an important component of the area's economy		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		
8C1. The airport should reduce operations and scale back its programs and capabilities		
8C2. The airport should grow to address increasing demands from the community		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
8A1. The airport is an important component of the area's economy	.87	-1.00	-.20	1.35	.75	1.44	1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	1.00	1.40	-1.00	-.59	-1.27	1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	2.00	.20	1.17	.67	.41	2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	2.00	1.00	.54	.62	1.32	-2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	.	1.40	.09	-.72	-.42	1.00
8C2. The airport should grow to address increasing demands from the community	.11	.	-1.40	.54	-.09	.81	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-2.00	-1.40	-.12	-.23	-.22	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	2.00	1.40	1.41	.66	.29	1.00

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Ethnic Group		
	Some other race	Two or more races	DK/NA
8A1. The airport is an important component of the area's economy	.52	.64	.44
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.52	-.49	-.49
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.57	.28	.53
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.53	-.10	-.57
8C1. The airport should reduce operations and scale back its programs and capabilities	.10	-.89	-.92
8C2. The airport should grow to address increasing demands from the community	.81	.54	.13
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.07	-.22	-.34
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	1.05	1.66	.68

Comparisons of Column Means^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
8A1. The airport is an important component of the area's economy					D	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				E		a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space						a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				I	DI	a
8C1. The airport should reduce operations and scale back its programs and capabilities						a
8C2. The airport should grow to address increasing demands from the community					D	a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground						a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots						a

Comparisons of Column Means^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
8A1. The airport is an important component of the area's economy	a		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a		
8C1. The airport should reduce operations and scale back its programs and capabilities	a		
8C2. The airport should grow to address increasing demands from the community	a		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
8A1. The airport is an important component of the area's economy	.77	.76	1.09
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.56	-.56	-.72
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.65	.65	.62
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.70	.68	1.20
8C1. The airport should reduce operations and scale back its programs and capabilities	-.57	-.57	-.48
8C2. The airport should grow to address increasing demands from the community	-.08	-.07	-.33
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.28	-.27	-.85
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.74	.73	1.00

Comparisons of Column Means^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
8A1. The airport is an important component of the area's economy		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		
8C1. The airport should reduce operations and scale back its programs and capabilities		
8C2. The airport should grow to address increasing demands from the community		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
8A1. The airport is an important component of the area's economy	.77	-.34	.46	.82	-.22	1.15	1.85
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.56	-1.55	-.61	.12	.53	-.87	-1.70
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.65	1.78	.93	1.18	.93	.04	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.70	1.00	.36	.72	1.26	1.04	1.73
8C1. The airport should reduce operations and scale back its programs and capabilities	-.57	-.23	-.34	1.01	-1.26	-1.06	-1.94
8C2. The airport should grow to address increasing demands from the community	-.08	-.60	.49	.88	-.06	.18	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.28	-1.70	-.68	.85	-1.29	-.04	.89
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.74	1.80	1.08	1.12	1.29	.05	1.10

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
8A1. The airport is an important component of the area's economy	1.49	.49	.34	.85	.63	1.09
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.51	.35	-.12	-1.13	-.52	-.72
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.81	.87	.80	.58	.75	.62
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.30	.22	1.05	.72	.00	1.20
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.41	-.34	.07	-1.13	-.72	-.48
8C2. The airport should grow to address increasing demands from the community	-.08	-1.02	-.23	-.03	-.87	-.33
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	-1.17	-.31	-.16	-.50	-.85
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.09	1.33	.89	1.04	.75	1.00

Comparisons of Column Means^{b,c}

	Vicinity of Airport						
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
8A1. The airport is an important component of the area's economy							
8A2. The airport is damaging the small-town character of Truckee and the surrounding area							
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			E				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a				K	K	
8C1. The airport should reduce operations and scale back its programs and capabilities	a		B D E F G J K				
8C2. The airport should grow to address increasing demands from the community		K	H K		K		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			H				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots							

Comparisons of Column Means^{b,c}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
8A1. The airport is an important component of the area's economy					
8A2. The airport is damaging the small-town character of Truckee and the surrounding area					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		K			
8C1. The airport should reduce operations and scale back its programs and capabilities		E F J			
8C2. The airport should grow to address increasing demands from the community					
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
8A1. The airport is an important component of the area's economy	.87	1.34	1.25	.23	.52
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.76	-1.12	.20	-.79
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.19	.73	.53	.52
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	1.15	.84	.45	.56
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.64	-1.15	.48	-.74
8C2. The airport should grow to address increasing demands from the community	.11	.85	.38	-.33	-.27
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.17	.09	-.88	-.14
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.11	.39	1.22	.54

^{a,b}
Comparisons of Column Means

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	C	C D		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			A B D	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		C		
8C1. The airport should reduce operations and scale back its programs and capabilities			A B D	
8C2. The airport should grow to address increasing demands from the community	C D	C D		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		C		C
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			A B D	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	-.19	.60	1.05	1.36	.85
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	.70	.04	-1.03	-1.66	-.59
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.61	.73	.63	.48	.82
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.39	.34	.80	1.18	.39
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	1.07	-.01	-.91	-1.56	-.80
8C2. The airport should grow to address increasing demands from the community	.11	-.81	-.21	.24	.85	-.21
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.42	-.46	-.15	.11	-.72
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.98	1.05	.61	.06	.74

Comparisons of Column Means^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy		A	A	AB	A
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	B C D E	C D E	D		D
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				AB E	
8C1. The airport should reduce operations and scale back its programs and capabilities	B C D E	C D E	D		D
8C2. The airport should grow to address increasing demands from the community			A	AB C E	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				E	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	D	D	D		D

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	.70	.95	.73	1.24	.59
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.95	-.74	-.57	-.92	-.10
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	1.12	.57	.64	.29	.60
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.98	.79	.44	.92	.25
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.42	-.61	-.72	-.91	-.23
8C2. The airport should grow to address increasing demands from the community	.11	.20	-.06	.04	.44	.11
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.20	-.07	-.31	-.24	-.75
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.58	.53	.69	.57	1.17

Comparisons of Column Means^{a,b}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy					
8A2. The airport is damaging the small-town character of Truckee and the surrounding area					
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	D				A D
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area					
8C1. The airport should reduce operations and scale back its programs and capabilities					
8C2. The airport should grow to address increasing demands from the community					
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	1.06	.82	.32	-1.06	1.14
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.96	-.68	.12	-.07	-.09
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.63	.64	.69	.51	.46
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.79	.65	.82	.06	.55
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.83	-.58	-.03	.03	-.35
8C2. The airport should grow to address increasing demands from the community	.11	.48	-.08	-.79	-.72	-.18
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.27	-.20	-.46	.17	.02
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.61	.74	.95	.15	-.19

Comparisons of Column Means^{a,b}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	C D	D	D		D
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			A B		A
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area					
8C1. The airport should reduce operations and scale back its programs and capabilities			A		
8C2. The airport should grow to address increasing demands from the community	B C				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground					
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		E	E		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	1.33	.82	-1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.93	-.68	-1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.66	.62	2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.95	.67	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-1.16	-.57	-1.00
8C2. The airport should grow to address increasing demands from the community	.11	.40	.08	-2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.12	-.25	-1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.40	.66	2.00

Comparisons of Column Means^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	B		a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			a
8C1. The airport should reduce operations and scale back its programs and capabilities		A	a
8C2. The airport should grow to address increasing demands from the community			a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	.87	.85	.95	1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.70	-.72	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.64	.59	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.73	.61	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.83	-.01	-2.00
8C2. The airport should grow to address increasing demands from the community	.11	-.07	.65	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.13	-.53	-2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.57	.85	-2.00

Comparisons of Column Means^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy			a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			a
8C1. The airport should reduce operations and scale back its programs and capabilities		A	a
8C2. The airport should grow to address increasing demands from the community		A	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	B		a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
8A1. The airport is an important component of the area's economy	.87	1.49	1.06	-.19	.03	.24
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-1.23	-.86	.26	.82	-.60
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.59	.77	.43	.43	.56
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	1.08	.64	.36	.02	.61
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-1.30	-.97	.91	1.53	-.34
8C2. The airport should grow to address increasing demands from the community	.11	.54	.17	-.38	-.57	-.25
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	.18	-.27	-.87	-1.12	-.18
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.21	.70	1.56	.71	.55

Comparisons of Column Means^{a,b}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	B C D E	C D E			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			A B E	A B E	A
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	B C D				
8C1. The airport should reduce operations and scale back its programs and capabilities			A B E	A B E	A B
8C2. The airport should grow to address increasing demands from the community	C D E				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	C D	D			D
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		A	A B E		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
8A1. The airport is an important component of the area's economy	.87	1.47	.69	-.38	.31	.28
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-1.35	-.54	.61	.16	-.59
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.72	.67	.64	.45	.13
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.96	.66	.26	.03	.92
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-1.26	-.71	1.03	1.23	-.51
8C2. The airport should grow to address increasing demands from the community	.11	.58	.04	-.77	-.51	-.37
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	.24	-.35	-.77	-1.10	-.79
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	.32	.87	1.21	1.01	.01

Comparisons of Column Means^{a,b}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	B C D E	C			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		A	A B E	A B	A
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	C D				
8C1. The airport should reduce operations and scale back its programs and capabilities		A	A B E	A B E	A
8C2. The airport should grow to address increasing demands from the community	B C D E	C			
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	B C D E	D			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		A E	A E	A E	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Shift					
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
8A1. The airport is an important component of the area's economy	.87	.22	-.24	1.30	.05	-.31
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.71	-.41	-.17	-1.08	.55	-.86
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.78	1.22	.67	.29	-.74
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.71	.74	-.60	.83	.36	1.14
8C1. The airport should reduce operations and scale back its programs and capabilities	-.64	-.23	.20	-1.18	1.40	-.77
8C2. The airport should grow to address increasing demands from the community	.11	.18	-1.13	.35	-.51	-1.15
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.23	-.14	-.43	-.02	-1.11	-.02
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.63	1.08	.79	.48	1.21	-.62

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Shift
	Switch to DK/NA
8A1. The airport is an important component of the area's economy	.67
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.44
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.68
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.82
8C1. The airport should reduce operations and scale back its programs and capabilities	-.32
8C2. The airport should grow to address increasing demands from the community	.15
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-1.20
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.42

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
8A1. The airport is an important component of the area's economy			ABDE			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	C			ACEF		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	E	E	E			
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	B		B		B	B
8C1. The airport should reduce operations and scale back its programs and capabilities	C	C		ABCEFF		C
8C2. The airport should grow to address increasing demands from the community	BE		BDE			
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	D		D			
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	CE	E	E	CE		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.40
9B. The airport should remain the way it is and not change	.06	.06
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.28
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.72

Comparisons of Column Means^{a,b}

	Total
	Total
	(A)
9A. The airport should reduce the number of flights into and out of the Airport	-.40
9B. The airport should remain the way it is and not change	.06
9C. The airport should manage the growth of operations to be consistent with community needs	1.28
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.24	-.62	.22
9B. The airport should remain the way it is and not change	.06	-.05	.20	-1.27
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.21	1.37	1.19
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.75	-.69	-.57

Comparisons of Column Means ^{a,b}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport	B		
9B. The airport should remain the way it is and not change			
9C. The airport should manage the growth of operations to be consistent with community needs			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
9A. The airport should reduce the number of flights into and out of the Airport	-0.40	-0.35	-0.18	-0.33	-0.36	-0.87	-1.14
9B. The airport should remain the way it is and not change	.06	-.07	.18	-.12	.29	-.12	-1.48
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.53	1.17	1.25	1.18	1.42	1.64
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.97	-.72	-.90	-.72	-.40	1.46

Comparisons of Column Means ^{a,b}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport						
9B. The airport should remain the way it is and not change		F		F		
9C. The airport should manage the growth of operations to be consistent with community needs						
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area						A B C D E

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Date										
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.17	-.55	-.83	-.25	-.50	-.88	-.99	-.20	-.31	-.12
9B. The airport should remain the way it is and not change	.06	-.60	-.25	.30	.37	.13	-.23	.67	-.17	.07	.92
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	.65	1.21	.75	1.20	1.19	1.49	1.27	1.38	.99	1.12
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-1.24	-1.04	-.15	-.83	-.59	.36	-.80	-.79	-.58	-.20

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
9A. The airport should reduce the number of flights into and out of the Airport	-1.45	-.89	-.49	.69	-1.19	.25	-.51	-.50	1.16	-.77
9B. The airport should remain the way it is and not change	-.84	-.17	-.13	.39	-.79	.37	.16	1.10	-.13	1.88
9C. The airport should manage the growth of operations to be consistent with community needs	1.13	1.20	1.16	1.35	1.67	1.58	1.49	1.10	1.09	1.88
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.91	-.64	-1.34	-1.22	-.51	-.38	-.34	-1.97	-1.41	1.00

	Date	
	June 16	June 17
9A. The airport should reduce the number of flights into and out of the Airport	-.61	-.53
9B. The airport should remain the way it is and not change	1.18	.01
9C. The airport should manage the growth of operations to be consistent with community needs	1.73	1.42
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.21	-.35

Comparisons of Column Means^{b,c}

	Date									
	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
9A. The airport should reduce the number of flights into and out of the Airport										
9B. The airport should remain the way it is and not change										
9C. The airport should manage the growth of operations to be consistent with community needs										
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area						B M N				

Comparisons of Column Means^{b,c}

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
9A. The airport should reduce the number of flights into and out of the Airport				B F G K L M O						
9B. The airport should remain the way it is and not change				V		G			a	G O
9C. The airport should manage the growth of operations to be consistent with community needs										
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area										

Comparisons of Column Means^{b,c}

	Date		
	June 15	June 16	June 17
	(T)	(U)	(V)
9A. The airport should reduce the number of flights into and out of the Airport			
9B. The airport should remain the way it is and not change			
9C. The airport should manage the growth of operations to be consistent with community needs			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			M

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
9A. The airport should reduce the number of flights into and out of the Airport	-40	-78	-07	.30	-1.61	-46	-1.02	-.79	-.07	-.03	-.26	-1.00
9B. The airport should remain the way it is and not change	.06	-.31	-.15	-.71	.02	.62	.28	-.04	.61	-.36	-.12	2.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.68	.91	1.38	2.00	1.51	1.39	1.79	.77	1.82	1.14	2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	.15	-1.41	-1.56	1.18	-.46	-.49	-1.07	.05	1.00	-.97	1.00

Comparisons of Column Means ^{a,b}

	Zip Code											
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	
9A. The airport should reduce the number of flights into and out of the Airport												
9B. The airport should remain the way it is and not change					J							C J
9C. The airport should manage the growth of operations to be consistent with community needs				H								
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				B C E F G J					B C G J			B C J

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
9A. The airport should reduce the number of flights into and out of the Airport	-.27	-1.63	.27	.16	-.26	-.65	-.31
9B. The airport should remain the way it is and not change	-.07	-.22	.63	.60	.08	-.42	-.68
9C. The airport should manage the growth of operations to be consistent with community needs	1.19	.30	1.26	1.37	1.26	1.31	.85
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.87	-1.65	-.59	-.19	-1.19	-.55	-1.37

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
9A. The airport should reduce the number of flights into and out of the Airport	-1.94	-1.09	-.08	.82	.82	-1.16
9B. The airport should remain the way it is and not change	.70	.51	.69	.45	-.42	-.18
9C. The airport should manage the growth of operations to be consistent with community needs	1.10	.51	.22	.83	1.09	1.36
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-1.10	-.05	-.39	-1.53	-1.04	-1.07

	Neighborhood		
	Tahoe Donner	Other	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.30	-.77	-.91
9B. The airport should remain the way it is and not change	-.07	-.90	1.22
9C. The airport should manage the growth of operations to be consistent with community needs	1.18	1.21	1.18
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-1.39	-.36	-1.72

Comparisons of Column Means^{b,c}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
9A. The airport should reduce the number of flights into and out of the Airport	a	G					
9B. The airport should remain the way it is and not change		N	N				
9C. The airport should manage the growth of operations to be consistent with community needs							
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			M		M		

Comparisons of Column Means^{b,c}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
9A. The airport should reduce the number of flights into and out of the Airport			GL	EGLMN			
9B. The airport should remain the way it is and not change							
9C. The airport should manage the growth of operations to be consistent with community needs							
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area							

Comparisons of Column Means^{b,c}

	Neighborhood
	DK/NA
	(O)
9A. The airport should reduce the number of flights into and out of the Airport	
9B. The airport should remain the way it is and not change	
9C. The airport should manage the growth of operations to be consistent with community needs	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-1.04	-.01	-.36	.09	-.76
9B. The airport should remain the way it is and not change	.06	-.55	.08	-.02	.05	.02
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.35	1.22	1.22	1.18	1.22
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-1.47	-.96	-.50	-.96	-.53

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.35	-.71	-2.00
9B. The airport should remain the way it is and not change	.28	.32	-2.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.58	1.42	2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.46	-.96	2.00

Comparisons of Column Means^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport				E G		
9B. The airport should remain the way it is and not change						
9C. The airport should manage the growth of operations to be consistent with community needs						
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area						

Comparisons of Column Means^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
9A. The airport should reduce the number of flights into and out of the Airport		
9B. The airport should remain the way it is and not change		
9C. The airport should manage the growth of operations to be consistent with community needs		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		A B D G

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.27	-.46	.89
9B. The airport should remain the way it is and not change	.06	.37	-.07	-.44
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.35	1.25	.87
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.49	-.82	-.24

Comparisons of Column Means ^{a,b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport			
9B. The airport should remain the way it is and not change	B		
9C. The airport should manage the growth of operations to be consistent with community needs			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
9A. The airport should reduce the number of flights into and out of the Airport	-46	-46	-87
9B. The airport should remain the way it is and not change	-.07	-.06	-.74
9C. The airport should manage the growth of operations to be consistent with community needs	1.25	1.27	-.53
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.82	-.83	-.58

Comparisons of Column Means ^{a,b}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
9A. The airport should reduce the number of flights into and out of the Airport		
9B. The airport should remain the way it is and not change		
9C. The airport should manage the growth of operations to be consistent with community needs	B	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
9A. The airport should reduce the number of flights into and out of the Airport	-.40	1.00	1.40	.25	-.29	-.96	-2.00
9B. The airport should remain the way it is and not change	.06	2.00	-1.00	-.13	-.03	.46	2.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	2.00	.20	1.05	1.23	1.58	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-2.00	-1.40	-.20	-.89	-.03	-2.00

	Ethnic Group		
	Some other race	Two or more races	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	- .52	- .28	.07
9B. The airport should remain the way it is and not change	- .61	- .64	-.89
9C. The airport should manage the growth of operations to be consistent with community needs	.81	1.14	.77
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-2.00	-.92	-.82

Comparisons of Column Means ^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport				E		a
9B. The airport should remain the way it is and not change		a			D	a
9C. The airport should manage the growth of operations to be consistent with community needs					D	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area					D	a

Comparisons of Column Means ^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
9A. The airport should reduce the number of flights into and out of the Airport	a		
9B. The airport should remain the way it is and not change	a		
9C. The airport should manage the growth of operations to be consistent with community needs	a		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
9A. The airport should reduce the number of flights into and out of the Airport	-.21	-.21	-.24
9B. The airport should remain the way it is and not change	-.03	-.02	-.18
9C. The airport should manage the growth of operations to be consistent with community needs	1.19	1.20	.66
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.90	-.89	-1.11

Comparisons of Column Means^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
9A. The airport should reduce the number of flights into and out of the Airport		
9B. The airport should remain the way it is and not change		
9C. The airport should manage the growth of operations to be consistent with community needs		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
9A. The airport should reduce the number of flights into and out of the Airport	-.21	-1.63	.27	.16	-.26	-.65	-1.94
9B. The airport should remain the way it is and not change	-.03	-.22	.63	.60	.08	-.42	.70
9C. The airport should manage the growth of operations to be consistent with community needs	1.19	.30	1.26	1.37	1.26	1.31	1.10
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.90	-1.65	-.59	-.19	-1.19	-.55	-1.10

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
9A. The airport should reduce the number of flights into and out of the Airport	-1.09	.82	.82	-1.16	-.30	-.24
9B. The airport should remain the way it is and not change	.51	.45	-.42	-.18	-.07	-.18
9C. The airport should manage the growth of operations to be consistent with community needs	.51	.83	1.09	1.36	1.18	.66
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.05	-1.53	-1.04	-1.07	-1.39	-1.11

Comparisons of Column Means^{b,c}

	Vicinity of Airport						
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
9A. The airport should reduce the number of flights into and out of the Airport	a	F	F				
9B. The airport should remain the way it is and not change							
9C. The airport should manage the growth of operations to be consistent with community needs							
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			K		K		

Comparisons of Column Means^{b,c}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
9A. The airport should reduce the number of flights into and out of the Airport	E F J	E F J K			
9B. The airport should remain the way it is and not change					
9C. The airport should manage the growth of operations to be consistent with community needs					
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.19	-.86	.51	-.45
9B. The airport should remain the way it is and not change	.06	.69	.08	-.28	.36
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.46	1.38	1.04	1.26
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.03	-.34	-1.41	-1.01

Comparisons of Column Means^{a,b}

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport			B D	
9B. The airport should remain the way it is and not change	C			C
9C. The airport should manage the growth of operations to be consistent with community needs		C		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	2.00	1.00	-1.00	-2.00	.
9B. The airport should remain the way it is and not change	.06	-.04	.12	.23	-.29	.32
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.08	1.11	1.29	1.52	1.22
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-1.35	-1.14	-.57	.01	-1.23

Comparisons of Column Means a,b,c

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport
9B. The airport should remain the way it is and not change	.	.	D	.	.
9C. The airport should manage the growth of operations to be consistent with community needs	.	.	.	AB	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.	.	ABE	ABCE	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.59	-.26	-.30	-.77	.24
9B. The airport should remain the way it is and not change	.06	2.00	1.00	-1.00	-2.00	.
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.63	1.16	1.24	1.33	1.08
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.41	-.75	-.82	-.56	-1.27

Comparisons of Column Means a,b,c

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	.	.	.	.	D
9B. The airport should remain the way it is and not change	.	.	.	.	.
9C. The airport should manage the growth of operations to be consistent with community needs	BCE	.	.	.	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	E	.	.	.	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.66	-.29	.23	.05	.51
9B. The airport should remain the way it is and not change	.06	.03	.07	-.17	-.69	.70
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	2.00	1.00	-1.00	-2.00	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.47	-.92	-1.21	-.96	-.64

Comparisons of Column Means^{a,b,c}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport			A		A
9B. The airport should remain the way it is and not change					
9C. The airport should manage the growth of operations to be consistent with community needs					
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	B				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.83	-.33	-1.00
9B. The airport should remain the way it is and not change	.06	.04	.06	1.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.21	1.29	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.60	-.74	-2.00

Comparisons of Column Means^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport		A	. ^a
9B. The airport should remain the way it is and not change			. ^a
9C. The airport should manage the growth of operations to be consistent with community needs			. ^a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.51	-.04	-2.00
9B. The airport should remain the way it is and not change	.06	-.06	.44	-1.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.27	1.31	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.78	-.54	-1.00

Comparisons of Column Means ^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport		A	. ^a
9B. The airport should remain the way it is and not change		A	. ^a
9C. The airport should manage the growth of operations to be consistent with community needs			. ^a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-40	-1.06	-.53	1.23	.69	-.31
9B. The airport should remain the way it is and not change	.06	-.34	.17	-.22	.30	.70
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.32	1.33	.96	.82	1.41
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.40	-.80	-1.22	-1.93	-.43

Comparisons of Column Means ^{a,b}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport		A	ABE	ABE	A
9B. The airport should remain the way it is and not change		A			AC
9C. The airport should manage the growth of operations to be consistent with community needs					C
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	CD	D			CD

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-.40	-.99	-.30	1.11	.48	-.13
9B. The airport should remain the way it is and not change	.06	.01	.00	.54	-.64	.97
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.42	1.27	.97	.93	1.16
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.33	-.93	-1.27	-1.37	-.54

Comparisons of Column Means^{a,b}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport		A	A B E	A B	A
9B. The airport should remain the way it is and not change			D		A B D
9C. The airport should manage the growth of operations to be consistent with community needs	D				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	B C D				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Shift					
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
9A. The airport should reduce the number of flights into and out of the Airport	-40	.04	.18	-.85	.99	-.59
9B. The airport should remain the way it is and not change	.06	.71	-.06	-.15	-.05	1.28
9C. The airport should manage the growth of operations to be consistent with community needs	1.28	1.33	1.33	1.36	.83	1.34
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.72	-.71	-.26	-.59	-1.63	-.14

	Shift
	Switch to DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	.42
9B. The airport should remain the way it is and not change	.77
9C. The airport should manage the growth of operations to be consistent with community needs	.97
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.79

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	C	C		A C E		C
9B. The airport should remain the way it is and not change	C D				C D	
9C. The airport should manage the growth of operations to be consistent with community needs	D		D			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	D	D	D		D	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.16
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.52
12C. Provide residents with information on airport events, operations, and activities	1.06	1.06
12D. Manage taxpayer dollars and public funds	.51	.51
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.40
12F. Provide space for community events and meetings at the airport office	1.28	1.28
12G. Provide a playground on airport grounds	1.11	1.11

Comparisons of Column Means^{a,b}

	Total
	Total
	(A)
12A. Provide high quality community aviation facilities and services to meet local needs	.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.
12C. Provide residents with information on airport events, operations, and activities	.
12D. Manage taxpayer dollars and public funds	.
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	.
12F. Provide space for community events and meetings at the airport office	.
12G. Provide a playground on airport grounds	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.11	1.22	.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.34	.78	-2.00
12C. Provide residents with information on airport events, operations, and activities	1.06	.89	1.26	2.00
12D. Manage taxpayer dollars and public funds	.51	.35	.76	-.05
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.28	1.54	2.00
12F. Provide space for community events and meetings at the airport office	1.28	1.18	1.39	1.41
12G. Provide a playground on airport grounds	1.11	1.03	1.24	-2.00

Comparisons of Column Means^{b,c}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs			.
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		A	a
12C. Provide residents with information on airport events, operations, and activities		A	
12D. Manage taxpayer dollars and public funds		A	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		A	
12F. Provide space for community events and meetings at the airport office		A	
12G. Provide a playground on airport grounds			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.37	.92	1.13	1.18	1.33	.64
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.60	.28	.59	.53	.71	.26
12C. Provide residents with information on airport events, operations, and activities	1.06	.59	1.09	1.18	1.05	1.39	1.35
12D. Manage taxpayer dollars and public funds	.51	-.01	.51	.75	.29	1.08	.10
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.18	1.40	1.47	1.40	1.55	1.22
12F. Provide space for community events and meetings at the airport office	1.28	1.06	1.15	1.42	1.29	1.40	1.53
12G. Provide a playground on airport grounds	1.11	1.33	1.45	1.36	.60	.81	.91

Comparisons of Column Means^{a,b}

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs						
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods						
12C. Provide residents with information on airport events, operations, and activities			A		A	
12D. Manage taxpayer dollars and public funds			A		A D	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival						
12F. Provide space for community events and meetings at the airport office						
12G. Provide a playground on airport grounds	D	D	D			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Date										
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	.83	1.12	1.33	1.13	1.22	1.26	1.53	1.21	1.18	1.93
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.03	.50	.87	.13	.64	.71	1.16	.49	1.01	1.92
12C. Provide residents with information on airport events, operations, and activities	1.06	.85	1.16	1.60	1.01	1.22	1.14	1.73	1.01	.51	1.63
12D. Manage taxpayer dollars and public funds	.51	.17	.51	1.37	.07	.49	.83	1.20	-.63	.87	.30
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	.96	1.54	1.39	1.20	1.53	1.40	1.72	1.14	1.46	1.57
12F. Provide space for community events and meetings at the airport office	1.28	.90	1.32	1.84	1.06	1.54	1.32	1.34	1.02	1.29	1.93
12G. Provide a playground on airport grounds	1.11	.93	1.23	1.82	.92	.88	1.40	1.64	1.02	.75	1.07

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
12A. Provide high quality community aviation facilities and services to meet local needs	1.66	1.37	1.20	1.09	1.17	.91	1.05	1.07	1.18	1.88
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.34	.66	.25	.22	.38	.14	.06	.95	-.12	1.88
12C. Provide residents with information on airport events, operations, and activities	1.26	1.60	.85	.86	1.14	.76	.99	1.00	-.21	1.88
12D. Manage taxpayer dollars and public funds	.89	.89	.61	-.07	1.12	.42	.25	.	.40	1.88
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.20	1.44	1.50	1.47	1.38	1.36	1.44	2.00	1.01	1.88
12F. Provide space for community events and meetings at the airport office	1.67	1.19	1.29	1.14	1.40	.97	.70	-.99	1.52	1.88
12G. Provide a playground on airport grounds	1.01	1.08	1.28	1.23	.70	.92	.83	1.00	.93	1.88

	Date	
	June 16	June 17
12A. Provide high quality community aviation facilities and services to meet local needs	1.49	.98
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	1.29	.90
12C. Provide residents with information on airport events, operations, and activities	1.21	1.01
12D. Manage taxpayer dollars and public funds	.51	.15
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.73	1.20
12F. Provide space for community events and meetings at the airport office	1.62	1.35
12G. Provide a playground on airport grounds	.94	1.01

Comparisons of Column Means^{b,c}

	Date									
	May 26 (A)	May 27 (B)	May 28 (C)	May 29 (D)	May 30 (E)	May 31 (F)	June 1 (G)	June 2 (H)	June 3 (I)	June 4 (J)
12A. Provide high quality community aviation facilities and services to meet local needs										
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods										
12C. Provide residents with information on airport events, operations, and activities			S				S			
12D. Manage taxpayer dollars and public funds										
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival										
12F. Provide space for community events and meetings at the airport office										
12G. Provide a playground on airport grounds										

Comparisons of Column Means^{b,c}

	Date									
	June 5 (K)	June 7 (L)	June 8 (M)	June 9 (N)	June 10 (O)	June 11 (P)	June 12 (Q)	June 13 (R)	June 14 (S)	June 15 (T)
12A. Provide high quality community aviation facilities and services to meet local needs										
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods										
12C. Provide residents with information on airport events, operations, and activities		S								
12D. Manage taxpayer dollars and public funds								.		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival								a		
12F. Provide space for community events and meetings at the airport office								a		
12G. Provide a playground on airport grounds								a		

Comparisons of Column Means^{b,c}

	Date	
	June 16 (U)	June 17 (V)
12A. Provide high quality community aviation facilities and services to meet local needs		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		
12C. Provide residents with information on airport events, operations, and activities		
12D. Manage taxpayer dollars and public funds		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		
12F. Provide space for community events and meetings at the airport office		
12G. Provide a playground on airport grounds		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.03	.25	1.18	1.34	1.36	1.27	.94	1.17	1.00	1.16	.83
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.66	-.21	-.72	1.34	.90	.80	.67	.81	.34	.45	-.38
12C. Provide residents with information on airport events, operations, and activities	1.06	1.55	.42	-1.03	1.48	1.28	1.05	1.19	1.32	1.00	1.04	1.00
12D. Manage taxpayer dollars and public funds	.51	.72	-.52	.68	.87	.86	-.40	.86	.66	-.09	.58	.43
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.66	.83	1.16	2.00	1.72	1.37	1.65	1.44	1.45	1.32	1.00
12F. Provide space for community events and meetings at the airport office	1.28	1.80	.83	1.09	1.87	1.45	1.28	1.26	.79	1.55	1.25	1.00
12G. Provide a playground on airport grounds	1.11	1.81	.05	1.09	1.44	1.40	.06	1.22	1.33	.64	1.21	.40

Comparisons of Column Means^{b,c}

	Zip Code										
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
12A. Provide high quality community aviation facilities and services to meet local needs					B						a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods				C	C						a
12C. Provide residents with information on airport events, operations, and activities	C			C	C	C	C	C	C	C	
12D. Manage taxpayer dollars and public funds			a		F					F	a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival											
12F. Provide space for community events and meetings at the airport office											
12G. Provide a playground on airport grounds					B F					F	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
12A. Provide high quality community aviation facilities and services to meet local needs	1.15	1.61	1.08	.63	.73	1.28	.84
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.45	1.69	.22	.77	1.26	.81	.23
12C. Provide residents with information on airport events, operations, and activities	1.03	1.35	1.12	1.27	.84	1.22	.98
12D. Manage taxpayer dollars and public funds	.55	2.00	.51	.10	-.08	1.09	.51
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.32	1.55	1.10	1.36	1.37	1.52	1.34
12F. Provide space for community events and meetings at the airport office	1.25	1.00	1.07	1.05	1.14	1.55	1.05
12G. Provide a playground on airport grounds	1.19	1.30	.92	1.35	1.37	1.20	1.85

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
12A. Provide high quality community aviation facilities and services to meet local needs	1.00	1.24	.	.65	.92	1.41
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	1.00	.46	.39	-.46	-.39	.19
12C. Provide residents with information on airport events, operations, and activities	1.06	1.73	-1.00	.89	.32	1.49
12D. Manage taxpayer dollars and public funds	1.00	1.00	-2.00	-.03	.05	.48
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.06	1.94	1.31	1.34	1.21	1.40
12F. Provide space for community events and meetings at the airport office	1.00	1.38	1.00	.59	.98	1.44
12G. Provide a playground on airport grounds	1.00	1.47	.	.94	1.09	1.10

	Neighborhood		
	Tahoe Donner	Other	DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.33	1.10	2.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.61	.77	1.09
12C. Provide residents with information on airport events, operations, and activities	1.22	1.02	-.77
12D. Manage taxpayer dollars and public funds	.68	.86	-1.79
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.26	1.49	-1.10
12F. Provide space for community events and meetings at the airport office	1.34	1.21	1.09
12G. Provide a playground on airport grounds	1.26	1.10	.90

Comparisons of Column Means^{b,c}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
12A. Provide high quality community aviation facilities and services to meet local needs							
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods					K		
12C. Provide residents with information on airport events, operations, and activities		O	O		K O		
12D. Manage taxpayer dollars and public funds	a				K O		O
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		O	O	O	O	O	O
12F. Provide space for community events and meetings at the airport office	a						
12G. Provide a playground on airport grounds							

Comparisons of Column Means^{b,c}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
12A. Provide high quality community aviation facilities and services to meet local needs		.					
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods						K	
12C. Provide residents with information on airport events, operations, and activities	O				K O	K O	
12D. Manage taxpayer dollars and public funds		a				O	O
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	O		O	O	O	O	O
12F. Provide space for community events and meetings at the airport office		a					
12G. Provide a playground on airport grounds		.					

Comparisons of Column Means^{b,c}

	Neighborhood
	DK/NA
	(O)
12A. Provide high quality community aviation facilities and services to meet local needs	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	
12C. Provide residents with information on airport events, operations, and activities	
12D. Manage taxpayer dollars and public funds	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	
12F. Provide space for community events and meetings at the airport office	
12G. Provide a playground on airport grounds	

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.45	1.06	1.14	1.01	1.27
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	1.00	.30	.41	.35	.75
12C. Provide residents with information on airport events, operations, and activities	1.06	1.50	1.15	1.08	.89	.98
12D. Manage taxpayer dollars and public funds	.51	.16	.79	.06	.37	.92
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.75	1.31	1.46	1.25	1.36
12F. Provide space for community events and meetings at the airport office	1.28	1.11	1.29	1.32	1.10	1.33
12G. Provide a playground on airport grounds	1.11	1.47	1.20	1.36	.93	1.05

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	.82	1.36	1.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	-.06	1.02	1.00
12C. Provide residents with information on airport events, operations, and activities	.64	1.30	2.00
12D. Manage taxpayer dollars and public funds	.08	1.00	1.00
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	.94	1.70	2.00
12F. Provide space for community events and meetings at the airport office	.97	1.49	2.00
12G. Provide a playground on airport grounds	.32	1.08	2.00

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

Comparisons of Column Means^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs						
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods						
12C. Provide residents with information on airport events, operations, and activities					C	
12D. Manage taxpayer dollars and public funds						
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival						
12F. Provide space for community events and meetings at the airport office						
12G. Provide a playground on airport grounds			F			

Comparisons of Column Means^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
12A. Provide high quality community aviation facilities and services to meet local needs		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	F	
12C. Provide residents with information on airport events, operations, and activities		
12D. Manage taxpayer dollars and public funds	C	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	F	
12F. Provide space for community events and meetings at the airport office		
12G. Provide a playground on airport grounds		

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.22	1.16	-.39
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.40	.59	-1.09
12C. Provide residents with information on airport events, operations, and activities	1.06	.84	1.16	-.29
12D. Manage taxpayer dollars and public funds	.51	.45	.56	-1.87
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.31	1.44	1.20
12F. Provide space for community events and meetings at the airport office	1.28	1.24	1.29	1.14
12G. Provide a playground on airport grounds	1.11	1.31	1.05	1.00

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

Comparisons of Column Means^{a, b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	C	C	
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		C	
12C. Provide residents with information on airport events, operations, and activities		A C	
12D. Manage taxpayer dollars and public funds	C	C	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival			
12F. Provide space for community events and meetings at the airport office			
12G. Provide a playground on airport grounds			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.15	2.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.59	.58	1.51
12C. Provide residents with information on airport events, operations, and activities	1.16	1.17	-.08
12D. Manage taxpayer dollars and public funds	.56	.56	1.27
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.44	1.44	.59
12F. Provide space for community events and meetings at the airport office	1.29	1.29	1.18
12G. Provide a playground on airport grounds	1.05	1.05	2.00

Comparisons of Column Means^{b,c}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
12A. Provide high quality community aviation facilities and services to meet local needs		a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		a
12C. Provide residents with information on airport events, operations, and activities		a
12D. Manage taxpayer dollars and public funds		a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		
12F. Provide space for community events and meetings at the airport office		a
12G. Provide a playground on airport grounds		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	-1.00	.	1.18	1.12	1.45	2.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	-1.00	-1.40	-.01	.48	.96	1.00
12C. Provide residents with information on airport events, operations, and activities	1.06	-2.00	-.20	-.07	1.01	1.46	2.00
12D. Manage taxpayer dollars and public funds	.51	-2.00	-1.00	.64	.38	1.05	2.00
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	2.00	1.00	1.51	1.34	1.70	2.00
12F. Provide space for community events and meetings at the airport office	1.28	1.00	1.00	.93	1.23	1.47	2.00
12G. Provide a playground on airport grounds	1.11	-1.00	-1.00	1.17	1.11	1.19	2.00

	Ethnic Group		
	Some other race	Two or more races	DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	.75	.96	.64
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.38	.39	-1.01
12C. Provide residents with information on airport events, operations, and activities	1.00	.67	1.10
12D. Manage taxpayer dollars and public funds	.00	.55	.20
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.06	1.34	1.15
12F. Provide space for community events and meetings at the airport office	.87	1.43	1.37
12G. Provide a playground on airport grounds	.38	1.42	.95

Comparisons of Column Means^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs		.		A	A	a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods					I	a
12C. Provide residents with information on airport events, operations, and activities				A	A C D	a
12D. Manage taxpayer dollars and public funds		a			A D	a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival					D	a
12F. Provide space for community events and meetings at the airport office						a
12G. Provide a playground on airport grounds		a				a

Comparisons of Column Means^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
12A. Provide high quality community aviation facilities and services to meet local needs	a		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	a		
12C. Provide residents with information on airport events, operations, and activities	a		A
12D. Manage taxpayer dollars and public funds	a		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	a		
12F. Provide space for community events and meetings at the airport office	a		
12G. Provide a playground on airport grounds	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
12A. Provide high quality community aviation facilities and services to meet local needs	1.14	1.14	.84
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.41	.41	.28
12C. Provide residents with information on airport events, operations, and activities	1.07	1.08	.58
12D. Manage taxpayer dollars and public funds	.57	.58	.13
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.35	1.35	1.33
12F. Provide space for community events and meetings at the airport office	1.26	1.26	1.04
12G. Provide a playground on airport grounds	1.20	1.18	1.85

Comparisons of Column Means^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
12A. Provide high quality community aviation facilities and services to meet local needs		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		
12C. Provide residents with information on airport events, operations, and activities		
12D. Manage taxpayer dollars and public funds		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		
12F. Provide space for community events and meetings at the airport office		
12G. Provide a playground on airport grounds		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
12A. Provide high quality community aviation facilities and services to meet local needs	1.14	1.61	1.08	.63	.73	1.28	1.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.41	1.69	.22	.77	1.26	.81	1.00
12C. Provide residents with information on airport events, operations, and activities	1.07	1.35	1.12	1.27	.84	1.22	1.06
12D. Manage taxpayer dollars and public funds	.57	2.00	.51	.10	-.08	1.09	1.00
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.35	1.55	1.10	1.36	1.37	1.52	1.06
12F. Provide space for community events and meetings at the airport office	1.26	1.00	1.07	1.05	1.14	1.55	1.00
12G. Provide a playground on airport grounds	1.20	1.30	.92	1.35	1.37	1.20	1.00

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
12A. Provide high quality community aviation facilities and services to meet local needs	1.24	.65	.92	1.41	1.33	.84
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.46	-.46	-.39	.19	.61	.28
12C. Provide residents with information on airport events, operations, and activities	1.73	.89	.32	1.49	1.22	.58
12D. Manage taxpayer dollars and public funds	1.00	-.03	.05	.48	.68	.13
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.94	1.34	1.21	1.40	1.26	1.33
12F. Provide space for community events and meetings at the airport office	1.38	.59	.98	1.44	1.34	1.04
12G. Provide a playground on airport grounds	1.47	.94	1.09	1.10	1.26	1.85

Comparisons of Column Means^{b,c}

	Vicinity of Airport						
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
12A. Provide high quality community aviation facilities and services to meet local needs							
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods					|		
12C. Provide residents with information on airport events, operations, and activities			|		|		
12D. Manage taxpayer dollars and public funds	a				|		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival							
12F. Provide space for community events and meetings at the airport office	a						
12G. Provide a playground on airport grounds							

Comparisons of Column Means ^{b,c}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
12A. Provide high quality community aviation facilities and services to meet local needs					
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods				I	
12C. Provide residents with information on airport events, operations, and activities			I	I	
12D. Manage taxpayer dollars and public funds					
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival					
12F. Provide space for community events and meetings at the airport office					
12G. Provide a playground on airport grounds					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	.94	1.35	.57	1.30
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.80	1.16	-.80	.67
12C. Provide residents with information on airport events, operations, and activities	1.06	1.07	1.21	.60	1.21
12D. Manage taxpayer dollars and public funds	.51	.86	.86	-.10	.02
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.25	1.54	1.03	1.47
12F. Provide space for community events and meetings at the airport office	1.28	1.18	1.41	.93	1.32
12G. Provide a playground on airport grounds	1.11	1.01	1.30	.90	.70

Comparisons of Column Means ^{a,b}

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
12A. Provide high quality community aviation facilities and services to meet local needs		C		C
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	C	C D		C
12C. Provide residents with information on airport events, operations, and activities		C		C
12D. Manage taxpayer dollars and public funds	C	C D		
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival		C		C
12F. Provide space for community events and meetings at the airport office		C		C
12G. Provide a playground on airport grounds		D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	.07	.70	1.36	1.59	1.20
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	-.92	-.14	.94	1.22	.77
12C. Provide residents with information on airport events, operations, and activities	1.06	.07	.77	1.23	1.55	1.00
12D. Manage taxpayer dollars and public funds	.51	-.77	.41	.70	1.07	.13
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	.81	1.16	1.56	1.63	1.34
12F. Provide space for community events and meetings at the airport office	1.28	.59	1.07	1.32	1.67	1.25
12G. Provide a playground on airport grounds	1.11	.49	1.06	1.39	1.16	.88

Comparisons of Column Means ^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs		A	A B	A B	A B
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods		A	A B	A B	A B
12C. Provide residents with information on airport events, operations, and activities		A	A B	A B E	A
12D. Manage taxpayer dollars and public funds		A	A	A B E	
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival			A B	A B	A
12F. Provide space for community events and meetings at the airport office		A	A	A B C E	A
12G. Provide a playground on airport grounds			A	A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.38	1.20	1.03	1.14	1.04
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.96	.64	.59	.11	.04
12C. Provide residents with information on airport events, operations, and activities	1.06	1.27	.90	1.15	1.27	.60
12D. Manage taxpayer dollars and public funds	.51	.71	.43	.48	.53	.55
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.60	1.31	1.42	1.44	1.26
12F. Provide space for community events and meetings at the airport office	1.28	1.58	1.09	1.23	1.42	1.25
12G. Provide a playground on airport grounds	1.11	.82	1.15	1.22	1.19	.99

Comparisons of Column Means ^{a,b}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs					
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	D E	D			
12C. Provide residents with information on airport events, operations, and activities	E			E	
12D. Manage taxpayer dollars and public funds					
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival					
12F. Provide space for community events and meetings at the airport office	B				
12G. Provide a playground on airport grounds					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.28	1.17	.80	-.26	.24
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.76	.51	.08	-.56	-.86
12C. Provide residents with information on airport events, operations, and activities	1.06	1.25	1.01	.86	-.06	.04
12D. Manage taxpayer dollars and public funds	.51	.59	.61	.49	-.55	-.92
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.61	1.30	1.29	.03	.71
12F. Provide space for community events and meetings at the airport office	1.28	1.47	1.20	1.27	.24	.06
12G. Provide a playground on airport grounds	1.11	1.24	1.15	.62	.24	.01

Comparisons of Column Means^{a,b}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs	DE	D	D		
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	DE	E			
12C. Provide residents with information on airport events, operations, and activities	DE	DE			
12D. Manage taxpayer dollars and public funds	E	E			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	BDE	D	D		
12F. Provide space for community events and meetings at the airport office	BDE	DE	DE		
12G. Provide a playground on airport grounds	E	E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.33	1.13	1.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.79	.48	1.00
12C. Provide residents with information on airport events, operations, and activities	1.06	1.17	1.04	1.00
12D. Manage taxpayer dollars and public funds	.51	.78	.47	1.00
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.69	1.36	1.00
12F. Provide space for community events and meetings at the airport office	1.28	1.34	1.27	.
12G. Provide a playground on airport grounds	1.11	1.27	1.09	.

Comparisons of Column Means^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs			a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods			a
12C. Provide residents with information on airport events, operations, and activities			a
12D. Manage taxpayer dollars and public funds			a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	B		a
12F. Provide space for community events and meetings at the airport office			.
12G. Provide a playground on airport grounds			.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.23	.89	-1.00
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.65	.11	1.00
12C. Provide residents with information on airport events, operations, and activities	1.06	1.17	.59	1.00
12D. Manage taxpayer dollars and public funds	.51	.57	.24	-1.00
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.45	1.20	-1.00
12F. Provide space for community events and meetings at the airport office	1.28	1.32	1.09	-1.00
12G. Provide a playground on airport grounds	1.11	1.18	.76	-1.00

Comparisons of Column Means^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
12A. Provide high quality community aviation facilities and services to meet local needs	B		a
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	B		a
12C. Provide residents with information on airport events, operations, and activities	B		a
12D. Manage taxpayer dollars and public funds			a
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	B		a
12F. Provide space for community events and meetings at the airport office	B		a
12G. Provide a playground on airport grounds	B		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.55	1.19	.01	.16	1.08
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	1.41	.47	-.88	-.76	.47
12C. Provide residents with information on airport events, operations, and activities	1.06	1.56	.98	.29	.10	1.02
12D. Manage taxpayer dollars and public funds	.51	1.25	.61	-.55	-.63	-.28
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.76	1.36	.79	.14	1.38
12F. Provide space for community events and meetings at the airport office	1.28	1.48	1.34	.76	.23	1.32
12G. Provide a playground on airport grounds	1.11	1.45	1.27	.35	.30	.71

Comparisons of Column Means^{a,b}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs	B C D E	C D			C D
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	B C D E	C D			C D
12C. Provide residents with information on airport events, operations, and activities	B C D E	C D			C D
12D. Manage taxpayer dollars and public funds	B C D E	C D E			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	B C D E	C D			C D
12F. Provide space for community events and meetings at the airport office	C D	C D			C D
12G. Provide a playground on airport grounds	C D E	C D E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Second Favorable/Unfavorable					Not sure/No opinion/DK/NA
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.56	1.11	-.21	.18	1.27
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	1.33	.39	-1.04	-.70	-.21
12C. Provide residents with information on airport events, operations, and activities	1.06	1.43	1.01	.25	.31	.54
12D. Manage taxpayer dollars and public funds	.51	1.15	.64	-.74	-.67	-1.34
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.70	1.42	.62	.46	.36
12F. Provide space for community events and meetings at the airport office	1.28	1.51	1.34	-.09	.70	1.04
12G. Provide a playground on airport grounds	1.11	1.44	1.16	.29	.47	-.08

Comparisons of Column Means ^{a,b}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
12A. Provide high quality community aviation facilities and services to meet local needs	B C D	C D			C D
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	B C D E	C D			
12C. Provide residents with information on airport events, operations, and activities	B C D E	C D			
12D. Manage taxpayer dollars and public funds	B C D E	C D E			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	B C D E	C D E			
12F. Provide space for community events and meetings at the airport office	C D E	C D		C	C
12G. Provide a playground on airport grounds	C D E	C D E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

Godbe Research /// TTAD Survey - Residents /// Mean Score Crosstabs 07-11-17

	Shift					DK/NA on Both
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	
12A. Provide high quality community aviation facilities and services to meet local needs	1.16	1.09	-.11	1.39	.03	.66
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	.52	.44	-.46	.97	-.97	-.27
12C. Provide residents with information on airport events, operations, and activities	1.06	.81	.31	1.33	.27	.97
12D. Manage taxpayer dollars and public funds	.51	.21	-.89	1.03	-.65	-1.44
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	1.40	1.37	1.30	1.62	.21	1.03
12F. Provide space for community events and meetings at the airport office	1.28	1.39	.69	1.45	.25	1.26
12G. Provide a playground on airport grounds	1.11	.93	.70	1.39	.27	-.54

	Shift
	Switch to DK/NA
12A. Provide high quality community aviation facilities and services to meet local needs	1.67
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	-.16
12C. Provide residents with information on airport events, operations, and activities	.10
12D. Manage taxpayer dollars and public funds	-1.21
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	-.53
12F. Provide space for community events and meetings at the airport office	.80
12G. Provide a playground on airport grounds	.68

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
12A. Provide high quality community aviation facilities and services to meet local needs	B D		B D			B D
12B. Minimize the amount of aircraft noise and other annoyances on surrounding neighborhoods	D		A B D E F			
12C. Provide residents with information on airport events, operations, and activities			A B D F			
12D. Manage taxpayer dollars and public funds	B D E F		A B D E F			
12E. Provide community events like the Truckee Tahoe Airport Air Faire and Family Festival	D F	D F	D F		D F	
12F. Provide space for community events and meetings at the airport office	B D		B D		D	
12G. Provide a playground on airport grounds	E		D E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.00

Comparisons of Column Means^{a,b}

	Total
	Total
	(A)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Respondent's Gender			
	Total	Male	Female	Other
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.85	1.20	-.50

Comparisons of Column Means^{a,b}

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.98	.96	.80	1.00	1.41	.77

a,b

Comparisons of Column Means

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					C	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Date											
	Total	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4	
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.69	1.15	.84	1.17	.82	1.48	.62	1.12	1.66	1.13	

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.20	1.17	.87	.74	1.57	.73	1.46	-.80	1.06	2.00

	Date	
	June 16	June 17
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.55	.97

Comparisons of Column Means^{a,b}

	Date									
	May 26	May 27	May 28	May 29	May 30	May 31	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?										

Comparisons of Column Means^{a,b}

	Date									
	June 5	June 7	June 8	June 9	June 10	June 11	June 12	June 13	June 14	June 15
	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?										

a,b

Comparisons of Column Means

	Date	
	June 16	June 17
	(U)	(V)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Zip Code											
	Total	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.95	.05	-.29	1.04	.67	1.32	1.60	1.38	1.82	1.01	2.00

Comparisons of Column Means^{a,b}

	Zip Code										
	95728	96140	96141	96142	96143	96145	96146	96148	96160	96161	96162
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?						B C	B C	C	B C	C	B C

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Neighborhood						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.06	1.55	.74	1.16	.84	1.46	.97

	Neighborhood					
	Martis Valley Estates	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.61	1.43	.69	-.12	.76	1.28

	Neighborhood		
	Tahoe Donner	Other	DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.08	.93	2.00

Comparisons of Column Means^{b,c}

	Neighborhood						
	Alder	Donner Lake	Downtown	Gateway	Glenshire	Gray's Crossing	Martis Valley Estates
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					J		

Comparisons of Column Means^{b,c}

	Neighborhood						
	Northstar/Lahontan	Old Greenwood	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Other
	(H)	(I)	(J)	(K)	(L)	(M)	(N)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					J		

Comparisons of Column Means^{b,c}

	Neighborhood
	DK/NA
	(O)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Length of Residence					
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.59	.78	.98	.87	1.32

	Length of Residence		
	21 to 25 years	More than 25 years	DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	.81	.95	1.00

Comparisons of Column Means^{a,b}

	Length of Residence					
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
	(A)	(B)	(C)	(D)	(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?						

Comparisons of Column Means^{a,b}

	Length of Residence	
	More than 25 years	DK/NA
	(G)	(H)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		

- Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.
- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 - b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Rent/Own			
	Total	Rent	Own	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.58	1.16	1.04

Comparisons of Column Means^{a,b}

	Rent/Own		
	Rent	Own	Not sure/DK/NA
	(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Prime/Secondary Residence		
	Total	Primary home	Second home
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.16	1.16	1.63

Comparisons of Column Means^{a,b}

	Prime/Secondary Residence	
	Primary home	Second home
	(A)	(B)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ethnic Group						
	Total	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	-1.00	-1.00	1.10	1.02	.98	1.00

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	.52	1.05	.49

Comparisons of Column Means^{b,c}

	Ethnic Group					
	African-American/Black	American Indian/Alaska Native	Asian	Caucasian/White	Hispanic/Latino	Native Hawaiian/other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		a				a

Comparisons of Column Means^{b,c}

	Ethnic Group		
	Some other race	Two or more races	DK/NA
	(G)	(H)	(I)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of the Airport (Yes/No)		
	Total	Yes	No
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.07	1.08	.89

Comparisons of Column Means^{a,b}

	Vicinity of the Airport (Yes/No)	
	Yes	No
	(A)	(B)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Vicinity of Airport						
	Total	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.07	1.55	.74	1.16	.84	1.46	1.61

	Vicinity of Airport					
	Northstar/Lahontan	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.43	-.12	.76	1.28	1.08	.89

Comparisons of Column Means^{a,b}

	Vicinity of Airport						
	Alder	Donner Lake	Downtown	Gateway	Glenshore	Martis Valley Estates	Northstar/Lahontan
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					H		

Comparisons of Column Means^{a,b}

	Vicinity of Airport				
	Olympic Heights	Ponderosa/Sierra Meadows	Prosser	Tahoe Donner	Not in Area
	(H)	(I)	(J)	(K)	(L)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?			H	H	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.74	1.52	-.16	1.18

Comparisons of Column Means^{a,b}

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	C	AC		C

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Reduce Number of Flights					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	-.08	.52	1.37	1.42	1.01

Comparisons of Column Means^{a,b}

	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?		A	AB	AB	A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Remain the Way it Is					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	.81	1.19	1.06	.77	.89

Comparisons of Column Means ^{a,b}

	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Manage the Growth of Operations					
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.12	1.09	.32	-.10	.12

Comparisons of Column Means ^{a,b}

	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	C D E	C D E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Flown Out of Airport			
	Total	Yes	No	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.45	.93	1.00

Comparisons of Column Means ^{b,c}

	Have Flown Out of Airport		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	B		. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Have Visited for Non-Aviation Reasons			
	Total	Yes	No	Not sure/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.17	.40	1.00

Comparisons of Column Means ^{b,c}

	Have Visited for Non-Aviation Reasons		
	Yes	No	Not sure/DK/NA
	(A)	(B)	(C)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	B		. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	First Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.75	1.32	-.47	-1.80	.81

Comparisons of Column Means^{a,b}

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	B C D E	C D E	D		C D

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Second Favorable/Unfavorable					
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	2.00	1.00	-1.00	-2.00	.

Comparisons of Column Means^{a,b,c}

	Second Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

c. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Shift					
	Total	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	1.00	1.29	-1.33	1.57	-1.53	.

	Shift
	Switch to DK/NA
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	.

Comparisons of Column Means^{a,b}

	Shift					
	Switch to Favorable	Switch to Unfavorable	Favorable on Both	Unfavorable on Both	DK/NA on Both	Switch to DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
17. Now that you have heard more information, do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport?	B D		A B D			.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		Total	
		Total	Total
Total		79	79
Strongly favorable		58	58
		73.4%	73.4%
Somewhat favorable		16	16
		20.3%	20.3%
Somewhat unfavorable		3	3
		3.8%	3.8%
Strongly unfavorable		1	1
		1.3%	1.3%
DK/NA		1	1
		1.3%	1.3%

Comparisons of Column Proportions ^a

		Total
		(A)
Strongly favorable		.
Somewhat favorable		.
Somewhat unfavorable		.
Strongly unfavorable		.
DK/NA		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
Total		79	74	4	1
Strongly favorable		58	55	3	0
		73.4%	74.3%	75.0%	.0%
Somewhat favorable		16	15	0	1
		20.3%	20.3%	.0%	100.0%
Somewhat unfavorable		3	2	1	0
		3.8%	2.7%	25.0%	.0%
Strongly unfavorable		1	1	0	0
		1.3%	1.4%	.0%	.0%
DK/NA		1	1	0	0
		1.3%	1.4%	.0%	.0%

Comparisons of Column Proportions ^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable		.b	a,.b
	Somewhat favorable		.	a,.b
	Somewhat unfavorable	A	.	a,.b
	Strongly unfavorable	.	.b	a,.b
	DK/NA	.	.b	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
Total		79	1	4	9	35	29	1
Strongly favorable		58	1	2	7	25	23	0
		73.4%	100.0%	50.0%	77.8%	71.4%	79.3%	.0%
Somewhat favorable		16	0	2	1	7	6	0
		20.3%	.0%	50.0%	11.1%	20.0%	20.7%	.0%
Somewhat unfavorable		3	0	0	0	2	0	1
		3.8%	.0%	.0%	.0%	5.7%	.0%	100.0%
Strongly unfavorable		1	0	0	0	1	0	0
		1.3%	.0%	.0%	.0%	2.9%	.0%	.0%
DK/NA		1	0	0	1	0	0	0
		1.3%	.0%	.0%	11.1%	.0%	.0%	.0%

Comparisons of Column Proportions ^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,.b					a,.b
	Somewhat favorable	a,.b	.	.	.	.	a,.b
	Somewhat unfavorable	a,.b	.b	.b	.	.b	a,.b
	Strongly unfavorable	a,.b	.b	.b	.	.b	a,.b
	DK/NA	a,.b	.b	.	.b	.	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	20	5	4	11	1	2	6
	Strongly favorable	58	12	4	2	9	1	1	3
	Somewhat favorable	73.4%	60.0%	80.0%	50.0%	81.8%	100.0%	50.0%	50.0%
	Somewhat unfavorable	16	7	0	1	2	0	0	3
	Strongly unfavorable	20.3%	35.0%	.0%	25.0%	18.2%	.0%	.0%	50.0%
	DK/NA	3	0	1	1	0	0	0	0
	1.3%	.0%	20.0%	25.0%	.0%	.0%	.0%	.0%	
	1	1	0	0	0	0	0	0	
	1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	
	1	0	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	.0%	50.0%	.0%	

		Date						
		June 4	June 5	June 6	June 7	June 8	June 9	June 10
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1	1	5	6	7	4	3
	Strongly favorable	1	1	5	4	6	4	3
	Somewhat favorable	100.0%	100.0%	100.0%	66.7%	85.7%	100.0%	100.0%
	Somewhat unfavorable	0	0	0	1	1	0	0
	Strongly unfavorable	.0%	.0%	.0%	16.7%	14.3%	.0%	.0%
	DK/NA	0	0	0	1	0	0	0
	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date	
		June 11	June 13
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1	2
	Strongly favorable	1	1
	Somewhat favorable	100.0%	50.0%
	Somewhat unfavorable	0	1
	Strongly unfavorable	0	0
	DK/NA	0	0
	.0%	.0%	
	0	0	
	0	0	
	.0%	.0%	

Comparisons of Column Proportions ^c

		Date							
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable					a, b			a, b
	Somewhat favorable		.b			a, b	.b		a, b
	Somewhat unfavorable	.b			.b	a, b	.b	.b	a, b
	Strongly unfavorable	.b	.b	.b	.b	a, b	.b	.b	a, b
	DK/NA	.b	.b	.b	.b	a, b	.b	.b	a, b

Comparisons of Column Proportions ^c

		Date						
		June 5	June 6	June 7	June 8	June 9	June 10	June 11
		(I)	(J)	(K)	(L)	(M)	(N)	(O)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a, b	.b			.b	.b	a, b
	Somewhat favorable	a, b	.b			.b	.b	a, b
	Somewhat unfavorable	a, b	.b		.b	.b	.b	a, b
	Strongly unfavorable	a, b	.b	.b	.b	.b	.b	a, b
	DK/NA	a, b	.b	.b	.b	.b	.b	a, b

Comparisons of Column Proportions ^c

		Date
		June 13
		(P)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	
	Somewhat favorable	.b
	Somewhat unfavorable	.b
	Strongly unfavorable	.b
	DK/NA	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	3	76
	Strongly favorable	58	2	56
	Somewhat favorable	73.4%	66.7%	73.7%
	Somewhat unfavorable	16	0	16
	Strongly unfavorable	20.3%	.0%	21.1%
	DK/NA	3	0	3
	1	1	0	
	1.3%	33.3%	.0%	
	1	0	1	
	1.3%	.0%	1.3%	

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a	
	Somewhat favorable	a	
	Somewhat unfavorable		a
	Strongly unfavorable		a
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	76	59	16	1
	Strongly favorable	56	44	11	1
		73.7%	74.6%	68.8%	100.0%
	Somewhat favorable	16	12	4	0
		21.1%	20.3%	25.0%	.0%
	Somewhat unfavorable	3	2	1	0
	3.9%	3.4%	6.3%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.7%	.0%	.0%	

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable			a,b
	Somewhat favorable			a,b
	Somewhat unfavorable			a,b
	DK/NA		b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	1	68	1	4
	Strongly favorable	58	1	51	1	3
		73.4%	100.0%	75.0%	100.0%	75.0%
	Somewhat favorable	16	0	15	0	0
		20.3%	.0%	22.1%	.0%	.0%
	Somewhat unfavorable	3	0	0	0	1
		3.8%	.0%	.0%	.0%	25.0%
Strongly unfavorable	1	0	1	0	0	
	1.3%	.0%	1.5%	.0%	.0%	
DK/NA	1	0	1	0	0	
	1.3%	.0%	1.5%	.0%	.0%	

		Ethnic Group
		DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	5
	Strongly favorable	2
		40.0%
	Somewhat favorable	1
		20.0%
	Somewhat unfavorable	2
		40.0%
Strongly unfavorable	0	
	.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,b		a,b		
	Somewhat favorable	a,b		a,b	b	
	Somewhat unfavorable	a,b	b	a,b	b	b
	Strongly unfavorable	a,b		a,b	b	b
	DK/NA	a,b		a,b	b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	51	11	8	23	6
	Strongly favorable	39	9	4	20	4
		76.5%	81.8%	50.0%	87.0%	66.7%
	Somewhat favorable	9	1	3	3	2
		17.6%	9.1%	37.5%	13.0%	33.3%
	Somewhat unfavorable	1	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	
Strongly unfavorable	1	0	1	0	0	
	2.0%	.0%	12.5%	.0%	.0%	
DK/NA	1	1	0	0	0	
	2.0%	9.1%	.0%	.0%	.0%	

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1	2
	Strongly favorable	0	2
		.0%	100.0%
	Somewhat favorable	0	0
		.0%	.0%
	Somewhat unfavorable	1	0
	100.0%	.0%	
Strongly unfavorable	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				
	Somewhat favorable				
	Somewhat unfavorable	.b	.b	.b	.b
	Strongly unfavorable	.b		.b	.b
	DK/NA		.b	.b	.b

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,.b	.b
	Somewhat favorable	a,.b	.b
	Somewhat unfavorable	a,.b	.b
	Strongly unfavorable	a,.b	.b
	DK/NA	a,.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	51	36	5	10	2
	Strongly favorable	39	29	3	7	1
		76.5%	80.6%	60.0%	70.0%	50.0%
	Somewhat favorable	9	4	2	3	1
		17.6%	11.1%	40.0%	30.0%	50.0%
	Somewhat unfavorable	1	1	0	0	0
	2.0%	2.8%	.0%	.0%	.0%	
Strongly unfavorable	1	1	0	0	0	
	2.0%	2.8%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	
	2.0%	2.8%	.0%	.0%	.0%	

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1	4	1
	Strongly favorable	1	4	1
		100.0%	100.0%	100.0%
	Somewhat favorable	0	0	0
		.0%	.0%	.0%
	Somewhat unfavorable	0	0	0
	.0%	.0%	.0%	
Strongly unfavorable	0	0	0	
	.0%	.0%	.0%	
DK/NA	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				
	Somewhat favorable				
	Somewhat unfavorable		.b	.b	.b
	Strongly unfavorable		.b	.b	.b
	DK/NA		.b	.b	.b

Comparisons of Column Proportions ^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a, .b	.b	a, .b
	Somewhat favorable	a, .b	.b	a, .b
	Somewhat unfavorable	a, .b	.b	a, .b
	Strongly unfavorable	a, .b	.b	a, .b
	DK/NA	a, .b	.b	a, .b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	27	46	2	4
	Strongly favorable	58	19	36	0	3
	Somewhat favorable	16	5	9	1	1
	Somewhat unfavorable	3	1	1	1	0
	Strongly unfavorable	1	1	0	0	0
	DK/NA	1	1	0	0	0
		73.4%	70.4%	78.3%	.0%	75.0%
		20.3%	18.5%	19.6%	50.0%	25.0%
		3.8%	3.7%	2.2%	50.0%	.0%
		1.3%	3.7%	.0%	.0%	.0%
		1.3%	3.7%	.0%	.0%	.0%

Comparisons of Column Proportions ^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable			a	a
	Somewhat favorable			a	a
	Somewhat unfavorable			A B	a
	Strongly unfavorable		a	a	a
	DK/NA		a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	2	5	8	63
	Strongly favorable	58	1	2	6	48
	Somewhat favorable	16	0	3	2	11
	Somewhat unfavorable	3	1	0	0	2
	Strongly unfavorable	1	0	0	0	1
	DK/NA	1	0	0	0	1
			73.4%	50.0%	40.0%	75.0%	76.2%
		20.3%	.0%	60.0%	25.0%	17.5%
		3.8%	50.0%	.0%	.0%	3.2%
		1.3%	.0%	.0%	.0%	1.6%
		1.3%	.0%	.0%	.0%	1.6%

		Reduce Number of Flights
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1
	Strongly favorable	100.0%
	Somewhat favorable	.0%
	Somewhat unfavorable	.0%
	Strongly unfavorable	.0%
	DK/NA	.0%

Comparisons of Column Proportions ^c

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				
	Somewhat favorable	.b			
	Somewhat unfavorable	D	.b	.b	
	Strongly unfavorable	.b	.b	.b	
	DK/NA	.b	.b	.b	

Comparisons of Column Proportions ^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a, .b
	Somewhat favorable	a, .b
	Somewhat unfavorable	a, .b
	Strongly unfavorable	a, .b
	DK/NA	a, .b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	11	27	22	14
	Strongly favorable	58	7	20	19	8
		73.4%	63.6%	74.1%	86.4%	57.1%
	Somewhat favorable	16	3	7	3	2
		20.3%	27.3%	25.9%	13.6%	14.3%
	Somewhat unfavorable	3	0	0	0	3
	3.8%	.0%	.0%	.0%	21.4%	
Strongly unfavorable	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	7.1%	
DK/NA	1	1	0	0	0	
	1.3%	9.1%	.0%	.0%	.0%	

		Remain the Way it Is
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	5
	Strongly favorable	4
		80.0%
	Somewhat favorable	1
		20.0%
	Somewhat unfavorable	0
	.0%	
Strongly unfavorable	0	
	.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	.	a	.	.
	Somewhat favorable	.	.	.	.
	Somewhat unfavorable	.	.	.	.
	Strongly unfavorable	.	.	.	a
DK/NA	.	.	.	.

Comparisons of Column Proportions^b

		Remain the Way it Is
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	.
	Somewhat favorable	.
	Somewhat unfavorable	a
	Strongly unfavorable	.
DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	79	29	34	7	8
	Strongly favorable	58	23	25	4	5
		73.4%	79.3%	73.5%	57.1%	62.5%
	Somewhat favorable	16	6	7	3	0
		20.3%	20.7%	20.6%	42.9%	.0%
	Somewhat unfavorable	3	0	2	0	1
	3.8%	.0%	5.9%	.0%	12.5%	
Strongly unfavorable	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	12.5%	
DK/NA	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	12.5%	

		Manage the Growth of Operations
		Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Total	1
	Strongly favorable	1
		100.0%
	Somewhat favorable	0
		.0%
	Somewhat unfavorable	0
	.0%	
Strongly unfavorable	0	
	.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^c

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable				.b
	Somewhat favorable				
	Somewhat unfavorable	.b		.b	
	Strongly unfavorable	.b	.b	.b	
	DK/NA	.b	.b	.b	

Comparisons of Column Proportions^c

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,,b
	Somewhat favorable	.a,,b
	Somewhat unfavorable	a,,b
	Strongly unfavorable	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
Total		79	58	16	3	1
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	58 73.4%	58 100.0%	0 .0%	0 .0%	0 .0%
	Somewhat favorable	16 20.3%	0 .0%	16 100.0%	0 .0%	0 .0%
	Somewhat unfavorable	3 3.8%	0 .0%	0 .0%	3 100.0%	0 .0%
	Strongly unfavorable	1 1.3%	0 .0%	0 .0%	0 .0%	1 100.0%
	DK/NA	1 1.3%	0 .0%	0 .0%	0 .0%	0 .0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
Total		1
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	0 .0%
	Somewhat favorable	0 .0%
	Somewhat unfavorable	0 .0%
	Strongly unfavorable	0 .0%
	DK/NA	1 100.0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	.a	.a	.a	a,,b
	Somewhat favorable	.a	.a	.a	a,,b
	Somewhat unfavorable	.a	.a	.a	a,,b
	Strongly unfavorable	.a	.a	.a	a,,b
	DK/NA	.a	.a	.a	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	Strongly favorable	a,,b
	Somewhat favorable	.a,,b
	Somewhat unfavorable	a,,b
	Strongly unfavorable	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
4. Why do you have an unfavorable opinion of the airport	Total	4	4
	Noise	1 25.0%	1 25.0%
	Too much air traffic/growth	1 25.0%	1 25.0%
	Poor management	2 50.0%	2 50.0%
	They use airport funds for non airport projects	1 25.0%	1 25.0%
	Other	1 25.0%	1 25.0%

Comparisons of Column Proportions^a

		Total
		(A)
4. Why do you have an unfavorable opinion of the airport	Noise	.
	Too much air traffic/growth	.
	Poor management	.
	They use airport funds for non airport projects	.
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender		
		Total	Male	Female
4. Why do you have an unfavorable opinion of the airport	Total	4	3	1
	Noise	1 25.0%	0 .0%	1 100.0%
	Too much air traffic/growth	1 25.0%	0 .0%	1 100.0%
	Poor management	2 50.0%	2 66.7%	0 .0%
	They use airport funds for non airport projects	1 25.0%	1 33.3%	0 .0%
	Other	1 25.0%	1 33.3%	0 .0%

Comparisons of Column Proportions^c

		Respondent's Gender	
		Male	Female
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise	a	a,b
	Too much air traffic/growth	a	a,b
	Poor management	.	a,b
	They use airport funds for non airport projects	.	a,b
	Other	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age		
		Total	50-64	Not coded
4. Why do you have an unfavorable opinion of the airport	Total	4	3	1
	Noise	1 25.0%	1 33.3%	0 .0%
	Too much air traffic/growth	1 25.0%	1 33.3%	0 .0%
	Poor management	2 50.0%	1 33.3%	1 100.0%
	They use airport funds for non airport projects	1 25.0%	1 33.3%	0 .0%
	Other	1 25.0%	1 33.3%	0 .0%

Comparisons of Column Proportions^c

		Age	
		50-64	Not coded
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise	.	a,b
	Too much air traffic/growth	.	a,b
	Poor management	.	a,b
	They use airport funds for non airport projects	.	a,b
	Other	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date				
		Total	May 27	May 28	May 29	June 7
4. Why do you have an unfavorable opinion of the airport	Total	4	1	1	1	1
	Noise	1	0	0	1	0
	Too much air traffic/growth	25.0%	.0%	.0%	100.0%	.0%
	Poor management	2	1	1	0	0
	They use airport funds for non airport projects	50.0%	100.0%	100.0%	.0%	.0%
	Other	1	1	0	0	0
		25.0%	100.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^c

		Date			
		May 27	May 28	May 29	June 7
		(A)	(B)	(C)	(D)
4. Why do you have an unfavorable opinion of the airport	Noise	a,,b	a,,b	a,,b	a,,b
	Too much air traffic/growth	a,,b	a,,b	a,,b	a,,b
	Poor management	a,,b	a,,b	a,,b	a,,b
	They use airport funds for non airport projects	a,,b	a,,b	a,,b	a,,b
	Other	a,,b	a,,b	a,,b	a,,b
		a,,b	a,,b	a,,b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
4. Why do you have an unfavorable opinion of the airport	Total	4	1	3
	Noise	1	0	1
	Too much air traffic/growth	25.0%	.0%	33.3%
	Poor management	2	1	1
	They use airport funds for non airport projects	50.0%	100.0%	33.3%
	Other	1	1	0
		25.0%	100.0%	.0%

Comparisons of Column Proportions ^c

		Rent/Own	
		Rent	Own
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise	a,,b	
	Too much air traffic/growth	a,,b	
	Poor management	a,,b	
	They use airport funds for non airport projects	a,,b	.b
	Other	a,,b	
		a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence		
		Total	Primary home	Second home
4. Why do you have an unfavorable opinion of the airport	Total	3	2	1
	Noise	1	1	0
	Too much air traffic/growth	33.3%	50.0%	.0%
	Poor management	1	0	1
	Other	33.3%	.0%	100.0%
		1	1	0

Comparisons of Column Proportions ^c

		Prime/Secondary Residence	
		Primary home	Second home
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise		a,,b
	Too much air traffic/growth		a,,b
	Poor management	.b	a,,b
	Other		a,,b
			a,,b
			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group			
		Total	Caucasian/White	Two or more races	DK/NA
4. Why do you have an unfavorable opinion of the airport	Total	4	1	1	2
	Noise	1 25.0%	0 .0%	0 .0%	1 50.0%
	Too much air traffic/growth	1 25.0%	0 .0%	0 .0%	1 50.0%
	Poor management	2 50.0%	1 100.0%	0 .0%	1 50.0%
	They use airport funds for non airport projects	1 25.0%	1 100.0%	0 .0%	0 .0%
	Other	1 25.0%	0 .0%	1 100.0%	0 .0%

Comparisons of Column Proportions ^c

		Ethnic Group		
		Caucasian/White	Two or more races	DK/NA
		(A)	(B)	(C)
4. Why do you have an unfavorable opinion of the airport	Noise	a, b	a, b	
	Too much air traffic/growth	a, b	a, b	
	Poor management	a, b	a, b	
	They use airport funds for non airport projects	a, b	a, b	.b
	Other	a, b	a, b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport		
		Total	Once a week	Few times a year or less
4. Why do you have an unfavorable opinion of the airport	Total	2	1	1
	Poor management	2 100.0%	1 100.0%	1 100.0%
	They use airport funds for non airport projects	1 50.0%	1 100.0%	0 .0%

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Once a week	Few times a year or less
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Poor management	a, b	a, b
	They use airport funds for non airport projects	a, b	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted	
		Total	Single engine piston
4. Why do you have an unfavorable opinion of the airport	Total	2	2
	Poor management	2 100.0%	2 100.0%
	They use airport funds for non airport projects	1 50.0%	1 50.0%

Comparisons of Column Proportions ^b

		Types of Aircraft Piloted
		Single engine piston
		(A)
4. Why do you have an unfavorable opinion of the airport	Poor management	a
	They use airport funds for non airport projects	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not enough
4. Why do you have an unfavorable opinion of the airport	Total	4	2	1	1
	Noise	1 25.0%	0 .0%	0 .0%	1 100.0%
	Too much air traffic/growth	1 25.0%	0 .0%	0 .0%	1 100.0%
	Poor management	2 50.0%	2 100.0%	0 .0%	0 .0%
	They use airport funds for non airport projects	1 25.0%	1 50.0%	0 .0%	0 .0%
	Other	1 25.0%	0 .0%	1 100.0%	0 .0%

Comparisons of Column Proportions ^c

		Amount Airport is Doing About Noise/Low Flying Aircraft		
		Too much	Right amount	Not enough
		(A)	(B)	(C)
4. Why do you have an unfavorable opinion of the airport	Noise	a	a,,b	a,,b
	Too much air traffic/growth	a	a,,b	a,,b
	Poor management	a	a,,b	a,,b
	They use airport funds for non airport projects	.	a,,b	a,,b
	Other	a	a,,b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights		
		Total	Strongly agree	Strongly disagree
4. Why do you have an unfavorable opinion of the airport	Total	4	1	3
	Noise	1 25.0%	1 100.0%	0 .0%
	Too much air traffic/growth	1 25.0%	1 100.0%	0 .0%
	Poor management	2 50.0%	0 .0%	2 66.7%
	They use airport funds for non airport projects	1 25.0%	0 .0%	1 33.3%
	Other	1 25.0%	0 .0%	1 33.3%

Comparisons of Column Proportions ^c

		Reduce Number of Flights	
		Strongly agree	Strongly disagree
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise	a,,b	.
	Too much air traffic/growth	a,,b	.b
	Poor management	a,,b	.
	They use airport funds for non airport projects	a,,b	.
	Other	a,,b	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it is	
		Total	Strongly disagree
4. Why do you have an unfavorable opinion of the airport	Total	4	4
	Noise	1 25.0%	1 25.0%
	Too much air traffic/growth	1 25.0%	1 25.0%
	Poor management	2 50.0%	2 50.0%
	They use airport funds for non airport projects	1 25.0%	1 25.0%
	Other	1 25.0%	1 25.0%

Comparisons of Column Proportions ^a

		Remain the Way it is
		Strongly disagree
		(A)
4. Why do you have an unfavorable opinion of the airport	Noise	.
	Too much air traffic/growth	.
	Poor management	.
	They use airport funds for non airport projects	.
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations		
		Total	Somewhat agree	Strongly disagree
4. Why do you have an unfavorable opinion of the airport	Total	4	2	2
	Noise	1 25.0%	0 .0%	1 50.0%
	Too much air traffic/growth	1 25.0%	0 .0%	1 50.0%
	Poor management	2 50.0%	1 50.0%	1 50.0%
	They use airport funds for non airport projects	1 25.0%	0 .0%	1 50.0%
	Other	1 25.0%	1 50.0%	0 .0%

Comparisons of Column Proportions^b

		Manage the Growth of Operations	
		Somewhat agree	Strongly disagree
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise	a	
	Too much air traffic/growth	a	
	Poor management	.	
	They use airport funds for non airport projects	a	
	Other	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable		
		Total	Somewhat unfavorable	Strongly unfavorable
4. Why do you have an unfavorable opinion of the airport	Total	4	3	1
	Noise	1 25.0%	1 33.3%	0 .0%
	Too much air traffic/growth	1 25.0%	1 33.3%	0 .0%
	Poor management	2 50.0%	1 33.3%	1 100.0%
	They use airport funds for non airport projects	1 25.0%	0 .0%	1 100.0%
	Other	1 25.0%	1 33.3%	0 .0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable	
		Somewhat unfavorable	Strongly unfavorable
		(A)	(B)
4. Why do you have an unfavorable opinion of the airport	Noise		a,b
	Too much air traffic/growth		a,b
	Poor management		a,b
	They use airport funds for non airport projects	.b	a,b
	Other		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	79
	Extremely important	30	30
		38.0%	38.0%
	Very important	22	22
		27.8%	27.8%
	Somewhat important	14	14
		17.7%	17.7%
Not at all important	11	11	
	13.9%	13.9%	
DK/NA	2	2	
	2.5%	2.5%	
5B. Early forest fire warning	Total	79	79
	Extremely important	40	40
		50.6%	50.6%
	Very important	22	22
		27.8%	27.8%
	Somewhat important	8	8
		10.1%	10.1%
Not at all important	8	8	
	10.1%	10.1%	
DK/NA	1	1	
	1.3%	1.3%	
5C. Flight instruction and training	Total	79	79
	Extremely important	28	28
		35.4%	35.4%
	Very important	25	25
		31.6%	31.6%
	Somewhat important	15	15
		19.0%	19.0%
Not at all important	10	10	
	12.7%	12.7%	
DK/NA	1	1	
	1.3%	1.3%	
5D. Transportation for patients in need of urgent healthcare	Total	79	79
	Extremely important	52	52
		65.8%	65.8%
	Very important	17	17
		21.5%	21.5%
	Somewhat important	5	5
		6.3%	6.3%
Not at all important	4	4	
	5.1%	5.1%	
DK/NA	1	1	
	1.3%	1.3%	
5E. Search and rescue services	Total	79	79
	Extremely important	44	44

		Total	
		Total	Total
5E. Search and rescue services	Extremely important	55.7%	55.7%
	Very important	22	22
		27.8%	27.8%
	Somewhat important	10	10
		12.7%	12.7%
	Not at all important	2	2
	2.5%	2.5%	
DK/NA	1	1	
	1.3%	1.3%	
5F. Resident pilot use for recreation	Total	79	79
	Extremely important	45	45
		57.0%	57.0%
	Very important	20	20
		25.3%	25.3%
	Somewhat important	10	10
		12.7%	12.7%
Not at all important	2	2	
	2.5%	2.5%	
DK/NA	2	2	
	2.5%	2.5%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	79
	Extremely important	38	38
		48.1%	48.1%
	Very important	21	21
		26.6%	26.6%
	Somewhat important	14	14
	17.7%	17.7%	
Not at all important	6	6	
	7.6%	7.6%	

Comparisons of Column Proportions^a

		Total
		(A)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5B. Early forest fire warning	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5C. Flight instruction and training	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5D. Transportation for patients in need of urgent healthcare	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5E. Search and rescue services	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5F. Resident pilot use for recreation	Extremely important	.
	Very important	.
	Somewhat important	.
	Not at all important	.
	DK/NA	.
5G. Visitor use for access to the North Lake Tahoe region	Very important	.
	Somewhat important	.
	Not at all important	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	74	4	1
	Extremely important	30	27	3	0
		38.0%	36.5%	75.0%	.0%
	Very important	22	22	0	0
		27.8%	29.7%	.0%	.0%
	Somewhat important	14	13	1	0
		17.7%	17.6%	25.0%	.0%
Not at all important		11	10	0	1
		13.9%	13.5%	.0%	100.0%
	DK/NA	2	2	0	0
	2.5%	2.7%	.0%	.0%	
5B. Early forest fire warning	Total	79	74	4	1
	Extremely important	40	37	3	0
		50.6%	50.0%	75.0%	.0%
	Very important	22	20	1	1
		27.8%	27.0%	25.0%	100.0%
	Somewhat important	8	8	0	0
		10.1%	10.8%	.0%	.0%
Not at all important		8	8	0	0
		10.1%	10.8%	.0%	.0%
	DK/NA	1	1	0	0
	1.3%	1.4%	.0%	.0%	
5C. Flight instruction and training	Total	79	74	4	1
	Extremely important	28	26	2	0
		35.4%	35.1%	50.0%	.0%
	Very important	25	23	1	1
		31.6%	31.1%	25.0%	100.0%
	Somewhat important	15	15	0	0
		19.0%	20.3%	.0%	.0%
Not at all important		10	9	1	0
		12.7%	12.2%	25.0%	.0%
	DK/NA	1	1	0	0
	1.3%	1.4%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	79	74	4	1
	Extremely important	52	48	3	1
		65.8%	64.9%	75.0%	100.0%
	Very important	17	16	1	0
		21.5%	21.6%	25.0%	.0%
	Somewhat important	5	5	0	0
		6.3%	6.8%	.0%	.0%
Not at all important		4	4	0	0
		5.1%	5.4%	.0%	.0%
	DK/NA	1	1	0	0
	1.3%	1.4%	.0%	.0%	
5E. Search and rescue services	Total	79	74	4	1
	Extremely important	44	41	3	0

		Respondent's Gender			
		Total	Male	Female	Other
5E. Search and rescue services	Extremely important	55.7%	55.4%	75.0%	.0%
	Very important	22	21	0	1
		27.8%	28.4%	.0%	100.0%
	Somewhat important	10	9	1	0
		12.7%	12.2%	25.0%	.0%
	Not at all important	2	2	0	0
	2.5%	2.7%	.0%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.4%	.0%	.0%	
	Total	79	74	4	1
5F. Resident pilot use for recreation	Extremely important	45	41	3	1
		57.0%	55.4%	75.0%	100.0%
	Very important	20	20	0	0
		25.3%	27.0%	.0%	.0%
	Somewhat important	10	9	1	0
		12.7%	12.2%	25.0%	.0%
Not at all important	2	2	0	0	
	2.5%	2.7%	.0%	.0%	
DK/NA	2	2	0	0	
	2.5%	2.7%	.0%	.0%	
	Total	79	74	4	1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	38	34	3	1
		48.1%	45.9%	75.0%	100.0%
	Very important	21	21	0	0
		26.6%	28.4%	.0%	.0%
	Somewhat important	14	14	0	0
		17.7%	18.9%	.0%	.0%
Not at all important	6	5	1	0	
	7.6%	6.8%	25.0%	.0%	

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important		.b	a,,b
	Very important		.	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.b	a,,b
5B. Early forest fire warning	Extremely important		.	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.b	a,,b
5C. Flight instruction and training	Extremely important		.	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.b	a,,b
5D. Transportation for patients in need of urgent healthcare	Extremely important		.	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.b	a,,b
5E. Search and rescue services	Extremely important		.b	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.	a,,b
5F. Resident pilot use for recreation	Extremely important		.b	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.b	a,,b
	DK/NA		.b	a,,b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important		.b	a,,b
	Very important		.b	a,,b
	Somewhat important		.b	a,,b
	Not at all important		.	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	1	4	9	35	29	1
	Extremely important	30	0	1	4	13	11	1
		38.0%	.0%	25.0%	44.4%	37.1%	37.9%	100.0%
	Very important	22	0	3	4	6	9	0
		27.8%	.0%	75.0%	44.4%	17.1%	31.0%	.0%
	Somewhat important	14	0	0	0	8	6	0
		17.7%	.0%	.0%	.0%	22.9%	20.7%	.0%
	Not at all important	11	1	0	1	7	2	0
	13.9%	100.0%	.0%	11.1%	20.0%	6.9%	.0%	
DK/NA	2	0	0	0	1	1	0	
	2.5%	.0%	.0%	.0%	2.9%	3.4%	.0%	
5B. Early forest fire warning	Total	79	1	4	9	35	29	1
	Extremely important	40	1	0	5	15	18	1
		50.6%	100.0%	.0%	55.6%	42.9%	62.1%	100.0%
	Very important	22	0	2	3	9	8	0
		27.8%	.0%	50.0%	33.3%	25.7%	27.6%	.0%
	Somewhat important	8	0	1	1	4	2	0
		10.1%	.0%	25.0%	11.1%	11.4%	6.9%	.0%
	Not at all important	8	0	1	0	7	0	0
	10.1%	.0%	25.0%	.0%	20.0%	.0%	.0%	
DK/NA	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	
5C. Flight instruction and training	Total	79	1	4	9	35	29	1
	Extremely important	28	1	0	2	13	11	1
		35.4%	100.0%	.0%	22.2%	37.1%	37.9%	100.0%
	Very important	25	0	3	3	10	9	0
		31.6%	.0%	75.0%	33.3%	28.6%	31.0%	.0%
	Somewhat important	15	0	1	3	6	5	0
		19.0%	.0%	25.0%	33.3%	17.1%	17.2%	.0%
	Not at all important	10	0	0	1	6	3	0
	12.7%	.0%	.0%	11.1%	17.1%	10.3%	.0%	
DK/NA	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	79	1	4	9	35	29	1
	Extremely important	52	1	1	6	21	22	1
		65.8%	100.0%	25.0%	66.7%	60.0%	75.9%	100.0%
	Very important	17	0	1	2	8	6	0
		21.5%	.0%	25.0%	22.2%	22.9%	20.7%	.0%
	Somewhat important	5	0	0	1	3	1	0
	6.3%	.0%	.0%	11.1%	8.6%	3.4%	.0%	
Not at all important	4	0	2	0	2	0	0	
	5.1%	.0%	50.0%	.0%	5.7%	.0%	.0%	
DK/NA	1	0	0	0	1	0	0	
	1.3%	.0%	.0%	.0%	2.9%	.0%	.0%	
5E. Search and rescue services	Total	79	1	4	9	35	29	1
	Extremely important	44	0	1	5	18	19	1

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
5E. Search and rescue services	Extremely important	55.7%	.0%	25.0%	55.6%	51.4%	65.5%	100.0%
	Very important	22	1	2	2	10	7	0
		27.8%	100.0%	50.0%	22.2%	28.6%	24.1%	.0%
	Somewhat important	10	0	1	2	5	2	0
		12.7%	.0%	25.0%	22.2%	14.3%	6.9%	.0%
	Not at all important	2	0	0	0	2	0	0
		2.5%	.0%	.0%	.0%	5.7%	.0%	.0%
DK/NA	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	
5F. Resident pilot use for recreation	Total	79	1	4	9	35	29	1
	Extremely important	45	1	1	5	20	17	1
		57.0%	100.0%	25.0%	55.6%	57.1%	58.6%	100.0%
	Very important	20	0	2	3	9	6	0
		25.3%	.0%	50.0%	33.3%	25.7%	20.7%	.0%
	Somewhat important	10	0	0	1	3	6	0
		12.7%	.0%	.0%	11.1%	8.6%	20.7%	.0%
Not at all important	2	0	0	0	2	0	0	
	2.5%	.0%	.0%	.0%	5.7%	.0%	.0%	
DK/NA	2	0	1	0	1	0	0	
	2.5%	.0%	25.0%	.0%	2.9%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	1	4	9	35	29	1
	Extremely important	38	0	1	4	19	13	1
		48.1%	.0%	25.0%	44.4%	54.3%	44.8%	100.0%
	Very important	21	0	1	3	8	9	0
		26.6%	.0%	25.0%	33.3%	22.9%	31.0%	.0%
	Somewhat important	14	0	1	2	5	6	0
	17.7%	.0%	25.0%	22.2%	14.3%	20.7%	.0%	
Not at all important	6	1	1	0	3	1	0	
	7.6%	100.0%	25.0%	.0%	8.6%	3.4%	.0%	

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,,b					a,,b
	Very important	a,,b					a,,b
	Somewhat important	a,,b	.b	.b			a,,b
	Not at all important	a,,b	.b				a,,b
5B. Early forest fire warning	DK/NA	a,,b	.b				a,,b
	Extremely important	a,,b					a,,b
	Very important	a,,b					a,,b
	Somewhat important	a,,b				.b	a,,b
5C. Flight instruction and training	Not at all important	a,,b	.b				a,,b
	DK/NA	a,,b	.b	.b			a,,b
	Extremely important	a,,b	.b				a,,b
	Very important	a,,b					a,,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a,,b				.b	a,,b
	Not at all important	a,,b	D	.b		.b	a,,b
	DK/NA	a,,b	.b	.b		.b	a,,b
	Extremely important	a,,b					a,,b
5E. Search and rescue services	Very important	a,,b					a,,b
	Somewhat important	a,,b	.b	.b		.b	a,,b
	Not at all important	a,,b	.b	.b		.b	a,,b
	DK/NA	a,,b					a,,b
5F. Resident pilot use for recreation	Extremely important	a,,b					a,,b
	Very important	a,,b	.b				a,,b
	Somewhat important	a,,b	.b	.b		.b	a,,b
	Not at all important	a,,b	.b	.b		.b	a,,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a,,b				.b	a,,b
	Extremely important	a,,b					a,,b
	Very important	a,,b					a,,b
	Not at all important	a,,b					a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	20	5	4	11	1	2	6
	Extremely important	30	8	3	2	5	0	1	0
		38.0%	40.0%	60.0%	50.0%	45.5%	.0%	50.0%	.0%
	Very important	22	3	2	1	4	0	0	2
		27.8%	15.0%	40.0%	25.0%	36.4%	.0%	.0%	33.3%
	Somewhat important	14	4	0	1	1	0	1	3
		17.7%	20.0%	.0%	25.0%	9.1%	.0%	50.0%	50.0%
5B. Early forest fire warning	Not at all important	11	5	0	0	1	0	0	1
		13.9%	25.0%	.0%	.0%	9.1%	.0%	.0%	16.7%
	DK/NA	2	0	0	0	0	1	0	0
		2.5%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%
	Total	79	20	5	4	11	1	2	6
	Extremely important	40	9	5	1	6	0	2	3
		50.6%	45.0%	100.0%	25.0%	54.5%	.0%	100.0%	50.0%
5C. Flight instruction and training	Very important	22	6	0	1	3	0	0	1
		27.8%	30.0%	.0%	25.0%	27.3%	.0%	.0%	16.7%
	Somewhat important	8	2	0	2	0	1	0	2
		10.1%	10.0%	.0%	50.0%	.0%	100.0%	.0%	33.3%
	Not at all important	8	2	0	0	2	0	0	0
		10.1%	10.0%	.0%	.0%	18.2%	.0%	.0%	.0%
	DK/NA	1	1	0	0	0	0	0	0
	1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	79	20	5	4	11	1	2	6
	Extremely important	28	6	3	2	5	0	1	1
		35.4%	30.0%	60.0%	50.0%	45.5%	.0%	50.0%	16.7%
	Very important	25	7	0	1	1	1	0	4
		31.6%	35.0%	.0%	25.0%	9.1%	100.0%	.0%	66.7%
	Somewhat important	15	4	2	0	2	0	0	1
		19.0%	20.0%	40.0%	.0%	18.2%	.0%	.0%	16.7%
5E. Search and rescue services	Not at all important	10	2	0	1	3	0	1	0
		12.7%	10.0%	.0%	25.0%	27.3%	.0%	50.0%	.0%
	DK/NA	1	1	0	0	0	0	0	0
		1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Total	79	20	5	4	11	1	2	6
	Extremely important	52	15	3	2	6	1	2	4
		65.8%	75.0%	60.0%	50.0%	54.5%	100.0%	100.0%	66.7%
5F. Resident pilot use for recreation	Very important	17	4	2	1	3	0	0	1
		21.5%	20.0%	40.0%	25.0%	27.3%	.0%	.0%	16.7%
	Somewhat important	5	0	0	0	2	0	0	1
		6.3%	.0%	.0%	.0%	18.2%	.0%	.0%	16.7%
	Not at all important	4	0	0	1	0	0	0	0
		5.1%	.0%	.0%	25.0%	.0%	.0%	.0%	.0%
	DK/NA	1	1	0	0	0	0	0	0
	1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	20	5	4	11	1	2	6
	Extremely important	44	8	3	1	8	1	2	3

		Date							
		June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1	1	5	6	7	4	3	1
	Extremely important	0	1	2	1	2	1	3	0
	Very important	1	0	1	4	3	0	0	1
	Somewhat important	0	0	1	1	1	0	0	0
	Not at all important	0	0	1	0	1	2	0	0
	DK/NA	0	0	0	0	0	1	0	0
			.0%	.0%	.0%	.0%	.0%	25.0%	.0%	.0%
5B. Early forest fire warning	Total	1	1	5	6	7	4	3	1
	Extremely important	0	1	1	3	4	1	3	0
	Very important	1	0	1	3	2	2	0	1
	Somewhat important	0	0	1	0	0	0	0	0
	Not at all important	0	0	2	0	1	1	0	0
	DK/NA	0	0	0	0	0	0	0	0
			.0%	.0%	.0%	.0%	.0%	.0%	.0%
5C. Flight instruction and training	Total	1	1	5	6	7	4	3	1
	Extremely important	1	1	0	2	2	1	2	0
	Very important	0	0	2	2	2	2	1	1
	Somewhat important	0	0	3	1	2	0	0	0
	Not at all important	0	0	0	1	1	1	0	0
	DK/NA	0	0	0	0	0	0	0	0
			.0%	.0%	.0%	.0%	.0%	.0%	.0%
5D. Transportation for patients in need of urgent healthcare	Total	1	1	5	6	7	4	3	1
	Extremely important	1	1	3	2	4	3	2	1
	Very important	0	0	2	2	2	0	0	0
	Somewhat important	0	0	0	1	0	1	0	0
	Not at all important	0	0	0	1	1	0	1	0
	DK/NA	0	0	0	0	0	0	0	0
			.0%	.0%	.0%	.0%	.0%	.0%	.0%
5E. Search and rescue services	Total	1	1	5	6	7	4	3	1
	Extremely important	1	1	2	3	3	3	3	0

		Date
		June 13
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	2
	Extremely important	1
	Very important	0
	Somewhat important	1
	Not at all important	0
	DK/NA	0
		.0%
5B. Early forest fire warning	Total	2
	Extremely important	1
	Very important	1
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		.0%
5C. Flight instruction and training	Total	2
	Extremely important	1
	Very important	1
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		.0%
5D. Transportation for patients in need of urgent healthcare	Total	2
	Extremely important	2
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		.0%
5E. Search and rescue services	Total	2
	Extremely important	2

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
5E. Search and rescue services	Extremely important	55.7%	40.0%	60.0%	25.0%	72.7%	100.0%	100.0%	50.0%
	Very important	22	9	2	0	0	0	0	3
		27.8%	45.0%	40.0%	.0%	.0%	.0%	.0%	50.0%
	Somewhat important	10	2	0	3	3	0	0	0
		12.7%	10.0%	.0%	75.0%	27.3%	.0%	.0%	.0%
	Not at all important	2	0	0	0	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	
Total		79	20	5	4	11	1	2	6
5F. Resident pilot use for recreation	Extremely important	45	15	4	2	7	0	2	3
		57.0%	75.0%	80.0%	50.0%	63.6%	.0%	100.0%	50.0%
	Very important	20	3	1	0	1	1	0	1
		25.3%	15.0%	20.0%	.0%	9.1%	100.0%	.0%	16.7%
	Somewhat important	10	2	0	1	2	0	0	2
		12.7%	10.0%	.0%	25.0%	18.2%	.0%	.0%	33.3%
Not at all important	2	0	0	0	1	0	0	0	
	2.5%	.0%	.0%	.0%	9.1%	.0%	.0%	.0%	
DK/NA	2	0	0	1	0	0	0	0	
	2.5%	.0%	.0%	25.0%	.0%	.0%	.0%	.0%	
Total		79	20	5	4	11	1	2	6
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	38	13	2	2	8	0	1	1
		48.1%	65.0%	40.0%	50.0%	72.7%	.0%	50.0%	16.7%
	Very important	21	4	2	0	1	0	1	3
		26.6%	20.0%	40.0%	.0%	9.1%	.0%	50.0%	50.0%
	Somewhat important	14	1	1	1	1	1	0	2
		17.7%	5.0%	20.0%	25.0%	9.1%	100.0%	.0%	33.3%
Not at all important	6	2	0	1	1	0	0	0	
	7.6%	10.0%	.0%	25.0%	9.1%	.0%	.0%	.0%	

		Date							
		June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
5E. Search and rescue services	Extremely important	100.0%	100.0%	40.0%	50.0%	42.9%	75.0%	100.0%	.0%
	Very important	0	0	1	3	3	0	0	1
		.0%	.0%	20.0%	50.0%	42.9%	.0%	.0%	100.0%
	Somewhat important	0	0	2	0	0	0	0	0
		.0%	.0%	40.0%	.0%	.0%	.0%	.0%	.0%
	Not at all important	0	0	0	0	1	1	0	0
	.0%	.0%	.0%	.0%	14.3%	25.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
Total		1	1	5	6	7	4	3	1
5F. Resident pilot use for recreation	Extremely important	1	1	2	2	1	2	2	1
		100.0%	100.0%	40.0%	33.3%	14.3%	50.0%	66.7%	100.0%
	Very important	0	0	3	3	3	1	1	0
		.0%	.0%	60.0%	50.0%	42.9%	25.0%	33.3%	.0%
	Somewhat important	0	0	0	1	2	0	0	0
		.0%	.0%	.0%	16.7%	28.6%	.0%	.0%	.0%
Not at all important	0	0	0	0	1	0	0	0	
	.0%	.0%	.0%	.0%	14.3%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	1	0	0	
	.0%	.0%	.0%	.0%	.0%	25.0%	.0%	.0%	
Total		1	1	5	6	7	4	3	1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0	1	1	4	2	2	1	0
		.0%	100.0%	20.0%	66.7%	28.6%	50.0%	33.3%	.0%
	Very important	0	0	3	0	3	1	1	1
		.0%	.0%	60.0%	.0%	42.9%	25.0%	33.3%	100.0%
	Somewhat important	1	0	1	1	1	1	1	0
		100.0%	.0%	20.0%	16.7%	14.3%	25.0%	33.3%	.0%
Not at all important	0	0	0	1	1	0	0	0	
	.0%	.0%	.0%	16.7%	14.3%	.0%	.0%	.0%	

		Date
		June 13
5E. Search and rescue services	Extremely important	100.0%
	Very important	0
	Somewhat important	.0%
	Not at all important	0
	DK/NA	.0%
Total		2
5F. Resident pilot use for recreation	Extremely important	0
	Very important	100.0%
	Somewhat important	0
	Not at all important	.0%
	DK/NA	.0%
Total		2
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0
	Very important	50.0%
	Somewhat important	50.0%
	Not at all important	0
	DK/NA	.0%

Comparisons of Column Proportions^c

		Date							
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important					a,b		b	a,b
	Very important					a,b	b		a,b
	Somewhat important		b			a,b			a,b
	Not at all important		b	b		a,b	b		a,b
	DK/NA	b		b		a,b		b	a,b
5B. Early forest fire warning	Extremely important					a,b	b		a,b
	Very important				b	a,b	b		a,b
	Somewhat important					a,b	b	b	a,b
	Not at all important					a,b	b	b	a,b
	DK/NA					a,b	b	b	a,b
5C. Flight instruction and training	Extremely important		b			a,b	b		a,b
	Very important					a,b	b		a,b
	Somewhat important				b	a,b	b		a,b
	Not at all important		b			a,b	b	b	a,b
	DK/NA		b			a,b	b	b	a,b
5D. Transportation for patients in need of urgent healthcare	Extremely important					a,b	b		a,b
	Very important					a,b	b		a,b
	Somewhat important	b	b		b	a,b	b	b	a,b
	Not at all important	b	b		b	a,b	b	b	a,b
	DK/NA		b		b	a,b	b	b	a,b
5E. Search and rescue services	Extremely important				b	a,b	b		a,b
	Very important					a,b	b		a,b
	Somewhat important		b	A		a,b	b	b	a,b
	Not at all important	b	b	b		a,b	b	b	a,b
	DK/NA		b			a,b	b	b	a,b
5F. Resident pilot use for recreation	Extremely important					a,b	b		a,b
	Very important		b			a,b	b		a,b
	Somewhat important				b	a,b	b	b	a,b
	Not at all important	b	b			a,b	b	b	a,b
	DK/NA	b	b			a,b	b	b	a,b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important					a,b			a,b
	Very important					a,b	b		a,b
	Somewhat important		b			a,b	b	b	a,b

Comparisons of Column Proportions^c

		Date							
		June 5	June 6	June 7	June 8	June 9	June 10	June 11	June 13
		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,,b				.b	.b	a,,b	.b
	Very important	a,,b				.b	.b	a,,b	.b
	Somewhat important	a,,b						a,,b	.b
	Not at all important	a,,b	.b	.b	.b			a,,b	.b
5B. Early forest fire warning	DK/NA	a,,b	.b	.b	.b			a,,b	.b
	Extremely important	a,,b				.b	.b	a,,b	.b
	Very important	a,,b			.b	.b	.b	a,,b	.b
	Somewhat important	a,,b		.b	.b	.b	.b	a,,b	.b
5C. Flight instruction and training	Not at all important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	DK/NA	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Extremely important	a,,b	.b					a,,b	.b
	Very important	a,,b			.b	.b	.b	a,,b	.b
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Not at all important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	DK/NA	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Extremely important	a,,b				.b	.b	a,,b	.b
5E. Search and rescue services	Very important	a,,b			.b	.b	.b	a,,b	.b
	Somewhat important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Not at all important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	DK/NA	a,,b	.b	.b	.b	.b	.b	a,,b	.b
5F. Resident pilot use for recreation	Extremely important	a,,b						a,,b	.b
	Very important	a,,b	.b			.b	.b	a,,b	.b
	Somewhat important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Not at all important	a,,b	.b	.b	.b	.b	.b	a,,b	.b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a,,b	.b	.b	.b	.b	.b	a,,b	.b
	Extremely important	a,,b						a,,b	.b
	Very important	a,,b		.b				a,,b	.b
	Somewhat important	a,,b	.b			.b	.b	a,,b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	3	76
	Extremely important	30	0	30
		38.0%	.0%	39.5%
	Very important	22	1	21
		27.8%	33.3%	27.6%
	Somewhat important	14	0	14
		17.7%	.0%	18.4%
5B. Early forest fire warning	Not at all important	11	2	9
		13.9%	66.7%	11.8%
	DK/NA	2	0	2
		2.5%	.0%	2.6%
5B. Early forest fire warning	Total	79	3	76
	Extremely important	40	0	40
		50.6%	.0%	52.6%
	Very important	22	1	21
		27.8%	33.3%	27.6%
	Somewhat important	8	0	8
		10.1%	.0%	10.5%
5C. Flight instruction and training	Not at all important	8	2	6
		10.1%	66.7%	7.9%
	DK/NA	1	0	1
		1.3%	.0%	1.3%
5C. Flight instruction and training	Total	79	3	76
	Extremely important	28	1	27
		35.4%	33.3%	35.5%
	Very important	25	0	25
		31.6%	.0%	32.9%
	Somewhat important	15	1	14
		19.0%	33.3%	18.4%
5D. Transportation for patients in need of urgent healthcare	Not at all important	10	1	9
		12.7%	33.3%	11.8%
	DK/NA	1	0	1
		1.3%	.0%	1.3%
5D. Transportation for patients in need of urgent healthcare	Total	79	3	76
	Extremely important	52	1	51
		65.8%	33.3%	67.1%
	Very important	17	0	17
		21.5%	.0%	22.4%
	Somewhat important	5	1	4
		6.3%	33.3%	5.3%
5E. Search and rescue services	Not at all important	4	1	3
		5.1%	33.3%	3.9%
	DK/NA	1	0	1
		1.3%	.0%	1.3%
5E. Search and rescue services	Total	79	3	76
	Extremely important	44	1	43

		Rent/Own		
		Total	Rent	Own
5E. Search and rescue services	Extremely important	55.7%	33.3%	56.6%
	Very important	22	1	21
	Somewhat important	27.8%	33.3%	27.6%
	Not at all important	10	0	10
	DK/NA	12.7%	.0%	13.2%
		2	1	1
	DK/NA	1	0	1
		1.3%	.0%	1.3%
	Total	79	3	76
5F. Resident pilot use for recreation	Extremely important	45	1	44
	Very important	57.0%	33.3%	57.9%
	Somewhat important	20	1	19
	Not at all important	25.3%	33.3%	25.0%
	DK/NA	10	0	10
		12.7%	.0%	13.2%
	Not at all important	2	0	2
	DK/NA	2	1	1
		2.5%	.0%	2.6%
	Total	79	3	76
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	38	2	36
	Very important	48.1%	66.7%	47.4%
	Somewhat important	21	0	21
	Not at all important	26.6%	.0%	27.6%
	DK/NA	14	0	14
		17.7%	.0%	18.4%
	Not at all important	6	1	5
		7.6%	33.3%	6.6%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent (A)	Own (B)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a	.
	Very important	.	a
	Somewhat important	a	.
	Not at all important	B	a
	DK/NA	.	a
5B. Early forest fire warning	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	B	a
	DK/NA	.	.
5C. Flight instruction and training	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	a	.
	DK/NA	.	.
5D. Transportation for patients in need of urgent healthcare	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	B	a
	DK/NA	.	.
5E. Search and rescue services	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	B	a
	DK/NA	.	.
5F. Resident pilot use for recreation	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	a	.
	DK/NA	.	B
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	.	a
	Very important	a	.
	Somewhat important	.	a
	Not at all important	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	76	59	16	1
	Extremely important	30	21	9	0
		39.5%	35.6%	56.3%	.0%
	Very important	21	19	2	0
		27.6%	32.2%	12.5%	.0%
	Somewhat important	14	12	2	0
		18.4%	20.3%	12.5%	.0%
Not at all important	9	5	3	1	
	11.8%	8.5%	18.8%	100.0%	
DK/NA	2	2	0	0	
	2.6%	3.4%	.0%	.0%	
5B. Early forest fire warning	Total	76	59	16	1
	Extremely important	40	32	8	0
		52.6%	54.2%	50.0%	.0%
	Very important	21	15	5	1
		27.6%	25.4%	31.3%	100.0%
	Somewhat important	8	7	1	0
		10.5%	11.9%	6.3%	.0%
Not at all important	6	4	2	0	
	7.9%	6.8%	12.5%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.7%	.0%	.0%	
5C. Flight instruction and training	Total	76	59	16	1
	Extremely important	27	21	6	0
		35.5%	35.6%	37.5%	.0%
	Very important	25	21	3	1
		32.9%	35.6%	18.8%	100.0%
	Somewhat important	14	10	4	0
		18.4%	16.9%	25.0%	.0%
Not at all important	9	6	3	0	
	11.8%	10.2%	18.8%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.7%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	76	59	16	1
	Extremely important	51	40	10	1
		67.1%	67.8%	62.5%	100.0%
	Very important	17	13	4	0
		22.4%	22.0%	25.0%	.0%
	Somewhat important	4	3	1	0
	5.3%	5.1%	6.3%	.0%	
Not at all important	3	3	0	0	
	3.9%	5.1%	.0%	.0%	
DK/NA	1	0	1	0	
	1.3%	.0%	6.3%	.0%	
5E. Search and rescue services	Total	76	59	16	1
	Extremely important	43	33	9	1

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
5E. Search and rescue services	Extremely important	56.6%	55.9%	56.3%	100.0%
		21	16	5	0
	Very important	27.6%	27.1%	31.3%	.0%
		10	8	2	0
	Somewhat important	13.2%	13.6%	12.5%	.0%
		1	1	0	0
Not at all important	1.3%	1.7%	.0%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.7%	.0%	.0%	
5F. Resident pilot use for recreation	Total	76	59	16	1
	Extremely important	44	33	11	0
		57.9%	55.9%	68.8%	.0%
	Very important	19	16	2	1
		25.0%	27.1%	12.5%	100.0%
	Somewhat important	10	8	2	0
	13.2%	13.6%	12.5%	.0%	
Not at all important	2	1	1	0	
	2.6%	1.7%	6.3%	.0%	
DK/NA	1	1	0	0	
	1.3%	1.7%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	76	59	16	1
	Extremely important	36	22	14	0
		47.4%	37.3%	87.5%	.0%
	Very important	21	19	1	1
		27.6%	32.2%	6.3%	100.0%
	Somewhat important	14	13	1	0
	18.4%	22.0%	6.3%	.0%	
Not at all important	5	5	0	0	
	6.6%	8.5%	.0%	.0%	

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			a,b
	Very important			a,b
	Somewhat important			a,b
	Not at all important			a,b
5B. Early forest fire warning	DK/NA		.b	a,b
	Extremely important			a,b
	Very important			a,b
	Somewhat important			a,b
5C. Flight instruction and training	Not at all important			a,b
	DK/NA		.b	a,b
	Extremely important			a,b
	Very important			a,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important		.b	a,b
	Not at all important	.b	.b	a,b
	DK/NA			a,b
	Extremely important			a,b
5E. Search and rescue services	Very important			a,b
	Somewhat important		.b	a,b
	Not at all important		.b	a,b
	DK/NA			a,b
5F. Resident pilot use for recreation	Extremely important			a,b
	Very important			a,b
	Somewhat important			a,b
	Not at all important		.b	a,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA		.b	a,b
	Extremely important		A	a,b
	Very important	B		a,b
	Somewhat important			a,b
	Not at all important		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	1	68	1	4
	Extremely important	30	1	26	1	0
		38.0%	100.0%	38.2%	100.0%	.0%
	Very important	22	0	19	0	2
		27.8%	.0%	27.9%	.0%	50.0%
	Somewhat important	14	0	13	0	1
		17.7%	.0%	19.1%	.0%	25.0%
5B. Early forest fire warning	Not at all important	11	0	9	0	1
		13.9%	.0%	13.2%	.0%	25.0%
	DK/NA	2	0	1	0	0
		2.5%	.0%	1.5%	.0%	.0%
	Total	79	1	68	1	4
	Extremely important	40	1	36	0	1
		50.6%	100.0%	52.9%	.0%	25.0%
5C. Flight instruction and training	Very important	22	0	17	0	2
		27.8%	.0%	25.0%	.0%	50.0%
	Somewhat important	8	0	7	1	0
		10.1%	.0%	10.3%	100.0%	.0%
	Not at all important	8	0	7	0	1
		10.1%	.0%	10.3%	.0%	25.0%
	DK/NA	1	0	1	0	0
	1.3%	.0%	1.5%	.0%	.0%	
5D. Transportation for patients in need of urgent healthcare	Total	79	1	68	1	4
	Extremely important	28	0	25	0	1
		35.4%	.0%	36.8%	.0%	25.0%
	Very important	25	0	22	0	1
		31.6%	.0%	32.4%	.0%	25.0%
	Somewhat important	15	1	11	1	2
		19.0%	100.0%	16.2%	100.0%	50.0%
5E. Search and rescue services	Not at all important	10	0	9	0	0
		12.7%	.0%	13.2%	.0%	.0%
	DK/NA	1	0	1	0	0
		1.3%	.0%	1.5%	.0%	.0%
	Total	79	1	68	1	4
	Extremely important	52	1	45	0	2
		65.8%	100.0%	66.2%	.0%	50.0%
5F. Resident pilot use for recreation	Very important	17	0	13	1	2
		21.5%	.0%	19.1%	100.0%	50.0%
	Somewhat important	5	0	5	0	0
		6.3%	.0%	7.4%	.0%	.0%
	Not at all important	4	0	4	0	0
		5.1%	.0%	5.9%	.0%	.0%
	DK/NA	1	0	1	0	0
	1.3%	.0%	1.5%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	1	68	1	4
	Extremely important	44	1	40	0	0

		Ethnic Group
		DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	5
	Extremely important	2 40.0%
	Very important	1 20.0%
	Somewhat important	0 .0%
	Not at all important	1 20.0%
	DK/NA	1 20.0%
5B. Early forest fire warning	Total	5
	Extremely important	2 40.0%
	Very important	3 60.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5C. Flight instruction and training	Total	5
	Extremely important	2 40.0%
	Very important	2 40.0%
	Somewhat important	0 .0%
	Not at all important	1 20.0%
	DK/NA	0 .0%
5D. Transportation for patients in need of urgent healthcare	Total	5
	Extremely important	4 80.0%
	Very important	1 20.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5E. Search and rescue services	Total	5
	Extremely important	3

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
5E. Search and rescue services	Extremely important	55.7%	100.0%	58.8%	.0%	.0%
	Very important	22 27.8%	0 .0%	16 23.5%	1 100.0%	4 100.0%
	Somewhat important	10 12.7%	0 .0%	9 13.2%	0 .0%	0 .0%
	Not at all important	2 2.5%	0 .0%	2 2.9%	0 .0%	0 .0%
	DK/NA	1 1.3%	0 .0%	1 1.5%	0 .0%	0 .0%
	Total	79	1	68	1	4
	Extremely important	45 57.0%	1 100.0%	38 55.9%	0 .0%	2 50.0%
5F. Resident pilot use for recreation	Very important	20 25.3%	0 .0%	19 27.9%	0 .0%	1 25.0%
	Somewhat important	10 12.7%	0 .0%	7 10.3%	1 100.0%	1 25.0%
	Not at all important	2 2.5%	0 .0%	2 2.9%	0 .0%	0 .0%
	DK/NA	2 2.5%	0 .0%	2 2.9%	0 .0%	0 .0%
	Total	79	1	68	1	4
	Extremely important	38 48.1%	0 .0%	32 47.1%	0 .0%	2 50.0%
	Very important	21 26.6%	0 .0%	20 29.4%	0 .0%	1 25.0%
5G. Visitor use for access to the North Lake Tahoe region	Somewhat important	14 17.7%	1 100.0%	11 16.2%	1 100.0%	1 25.0%
	Not at all important	6 7.6%	0 .0%	5 7.4%	0 .0%	0 .0%

		Ethnic Group
		DK/NA
5E. Search and rescue services	Extremely important	60.0%
	Very important	1
	Somewhat important	20.0%
	Not at all important	0
	DK/NA	.0%
Total		5
5F. Resident pilot use for recreation	Extremely important	4
	Very important	80.0%
	Somewhat important	0
	Not at all important	.0%
	DK/NA	1
Total		20.0%
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	4
	Very important	80.0%
	Somewhat important	0
	Not at all important	.0%
	DK/NA	1
Total		20.0%

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,b		a,b		
	Very important	a,b		a,b		
	Somewhat important	a,b		a,b		.b
	Not at all important	a,b		a,b	.b	B
	DK/NA	a,b		a,b		
5B. Early forest fire warning	Extremely important	a,b		a,b		
	Very important	a,b		a,b	.b	.b
	Somewhat important	a,b		a,b		.b
	Not at all important	a,b		a,b	.b	.b
	DK/NA	a,b		a,b		.b
5C. Flight instruction and training	Extremely important	a,b		a,b		
	Very important	a,b		a,b		.b
	Somewhat important	a,b		a,b	.b	.b
	Not at all important	a,b		a,b	.b	.b
	DK/NA	a,b		a,b		.b
5D. Transportation for patients in need of urgent healthcare	Extremely important	a,b		a,b		
	Very important	a,b		a,b	.b	.b
	Somewhat important	a,b		a,b	.b	.b
	Not at all important	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b
5E. Search and rescue services	Extremely important	a,b		a,b		
	Very important	a,b		a,b	.b	.b
	Somewhat important	a,b		a,b	.b	.b
	Not at all important	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b
5F. Resident pilot use for recreation	Extremely important	a,b		a,b		
	Very important	a,b		a,b		.b
	Somewhat important	a,b		a,b	.b	.b
	Not at all important	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	a,b		a,b		
	Very important	a,b		a,b		.b
	Somewhat important	a,b		a,b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	51	11	8	23	6
	Extremely important	23	4	2	12	3
	Very important	45.1%	36.4%	25.0%	52.2%	50.0%
	Somewhat important	10	4	1	3	1
	Not at all important	19.6%	36.4%	12.5%	13.0%	16.7%
	DK/NA	9	1	2	6	0
5B. Early forest fire warning	Total	51	11	8	23	6
	Extremely important	25	3	3	13	3
	Very important	49.0%	27.3%	37.5%	56.5%	50.0%
	Somewhat important	12	5	3	4	0
	Not at all important	23.5%	45.5%	37.5%	17.4%	.0%
	DK/NA	6	1	1	4	0
5C. Flight instruction and training	Total	51	11	8	23	6
	Extremely important	18	2	3	8	3
	Very important	35.3%	18.2%	37.5%	34.8%	50.0%
	Somewhat important	12	2	1	9	0
	Not at all important	23.5%	18.2%	12.5%	39.1%	.0%
	DK/NA	12	5	2	4	1
5D. Transportation for patients in need of urgent healthcare	Total	51	11	8	23	6
	Extremely important	34	5	6	17	3
	Very important	66.7%	45.5%	75.0%	73.9%	50.0%
	Somewhat important	9	4	0	4	1
	Not at all important	17.6%	36.4%	.0%	17.4%	16.7%
	DK/NA	5	1	1	1	2
5E. Search and rescue services	Total	51	11	8	23	6
	Extremely important	30	5	5	14	3

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1	2
	Extremely important	1	1
	Very important	100.0%	50.0%
	Somewhat important	0	1
	Not at all important	.0%	50.0%
	DK/NA	0	0
5B. Early forest fire warning	Total	1	2
	Extremely important	1	2
	Very important	100.0%	100.0%
	Somewhat important	0	0
	Not at all important	.0%	.0%
	DK/NA	0	0
5C. Flight instruction and training	Total	1	2
	Extremely important	1	1
	Very important	100.0%	50.0%
	Somewhat important	0	0
	Not at all important	.0%	.0%
	DK/NA	0	0
5D. Transportation for patients in need of urgent healthcare	Total	1	2
	Extremely important	1	2
	Very important	100.0%	100.0%
	Somewhat important	0	0
	Not at all important	.0%	.0%
	DK/NA	0	0
5E. Search and rescue services	Total	1	2
	Extremely important	1	2

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
5E. Search and rescue services	Extremely important	58.8%	45.5%	62.5%	60.9%	50.0%
	Very important	11	4	1	6	0
		21.6%	36.4%	12.5%	26.1%	.0%
	Somewhat important	8	2	2	3	1
		15.7%	18.2%	25.0%	13.0%	16.7%
	Not at all important	1	0	0	0	1
	2.0%	.0%	.0%	.0%	16.7%	
	DK/NA	1	0	0	0	1
		2.0%	.0%	.0%	.0%	16.7%
	Total	51	11	8	23	6
5F. Resident pilot use for recreation	Extremely important	31	8	5	13	3
		60.8%	72.7%	62.5%	56.5%	50.0%
	Very important	11	3	3	5	0
		21.6%	27.3%	37.5%	21.7%	.0%
	Somewhat important	7	0	0	5	1
		13.7%	.0%	.0%	21.7%	16.7%
Not at all important	1	0	0	0	1	
	2.0%	.0%	.0%	.0%	16.7%	
	DK/NA	1	0	0	0	1
		2.0%	.0%	.0%	.0%	16.7%
	Total	51	11	8	23	6
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	30	4	7	12	4
		58.8%	36.4%	87.5%	52.2%	66.7%
	Very important	13	4	1	6	2
		25.5%	36.4%	12.5%	26.1%	33.3%
	Somewhat important	6	1	0	5	0
		11.8%	9.1%	.0%	21.7%	.0%
Not at all important	2	2	0	0	0	
	3.9%	18.2%	.0%	.0%	.0%	

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
5E. Search and rescue services	Extremely important	100.0%	100.0%
	Very important	0	0
		.0%	.0%
	Somewhat important	0	0
		.0%	.0%
	Not at all important	0	0
	.0%	.0%	
	DK/NA	0	0
		.0%	.0%
	Total	1	2
5F. Resident pilot use for recreation	Extremely important	1	1
		100.0%	50.0%
	Very important	0	0
		.0%	.0%
	Somewhat important	0	1
		.0%	50.0%
Not at all important	0	0	
	.0%	.0%	
	DK/NA	0	0
		.0%	.0%
	Total	1	2
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	1	2
		100.0%	100.0%
	Very important	0	0
		.0%	.0%
	Somewhat important	0	0
		.0%	.0%
Not at all important	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				.b
	Somewhat important				
5B. Early forest fire warning	Not at all important				
	Extremely important				.b
	Very important				.b
5C. Flight instruction and training	Somewhat important				
	Not at all important				
	DK/NA	.b	.b	.b	.b
5D. Transportation for patients in need of urgent healthcare	Extremely important		.b		
	Very important				
	Somewhat important		.b		.b
5E. Search and rescue services	Not at all important				
	DK/NA	.b	.b	.b	
	Extremely important				.b
5F. Resident pilot use for recreation	Very important	.b	.b		
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.b	.b		
	Extremely important				
	Very important		.b		.b
	Somewhat important		.b	.b	.b
	Not at all important				

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,.b	
	Very important	a,.b	
	Somewhat important	a,.b	.b
5B. Early forest fire warning	Not at all important	a,.b	.b
	Extremely important	a,.b	.b
	Very important	a,.b	.b
5C. Flight instruction and training	Somewhat important	a,.b	.b
	Not at all important	a,.b	.b
	DK/NA	a,.b	.b
5D. Transportation for patients in need of urgent healthcare	Extremely important	a,.b	.b
	Very important	a,.b	.b
	Somewhat important	a,.b	.b
5E. Search and rescue services	Not at all important	a,.b	.b
	DK/NA	a,.b	.b
	Extremely important	a,.b	.b
5F. Resident pilot use for recreation	Very important	a,.b	.b
	Somewhat important	a,.b	.b
	Not at all important	a,.b	.b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a,.b	.b
	Extremely important	a,.b	.b
	Very important	a,.b	.b
	Somewhat important	a,.b	.b
	Not at all important	a,.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	51	36	5	10	2
	Extremely important	23 45.1%	16 44.4%	3 60.0%	4 40.0%	2 100.0%
	Very important	10 19.6%	8 22.2%	0 .0%	1 10.0%	0 .0%
	Somewhat important	9 17.6%	7 19.4%	1 20.0%	3 30.0%	0 .0%
	Not at all important	9 17.6%	5 13.9%	1 20.0%	2 20.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	1 50.0%
5B. Early forest fire warning	Total	51	36	5	10	2
	Extremely important	25 49.0%	18 50.0%	3 60.0%	2 20.0%	1 50.0%
	Very important	12 23.5%	10 27.8%	0 .0%	3 30.0%	0 .0%
	Somewhat important	6 11.8%	4 11.1%	1 20.0%	3 30.0%	0 .0%
	Not at all important	7 13.7%	4 11.1%	1 20.0%	2 20.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	1 50.0%
5C. Flight instruction and training	Total	51	36	5	10	2
	Extremely important	18 35.3%	14 38.9%	1 20.0%	1 10.0%	2 100.0%
	Very important	12 23.5%	11 30.6%	1 20.0%	1 10.0%	0 .0%
	Somewhat important	12 23.5%	7 19.4%	1 20.0%	6 60.0%	0 .0%
	Not at all important	8 15.7%	4 11.1%	2 40.0%	2 20.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
5D. Transportation for patients in need of urgent healthcare	Total	51	36	5	10	2
	Extremely important	34 66.7%	23 63.9%	4 80.0%	5 50.0%	2 100.0%
	Very important	9 17.6%	8 22.2%	1 20.0%	3 30.0%	0 .0%
	Somewhat important	5 9.8%	3 8.3%	0 .0%	1 10.0%	0 .0%
	Not at all important	2 3.9%	2 5.6%	0 .0%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 10.0%	0 .0%
5E. Search and rescue services	Total	51	36	5	10	2
	Extremely important	30	24	3	2	1

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1	4	1
	Extremely important	0	3	0
	Very important	1 100.0%	0 .0%	1 100.0%
	Somewhat important	0 .0%	0 .0%	0 .0%
	Not at all important	0 .0%	1 25.0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%
5B. Early forest fire warning	Total	1	4	1
	Extremely important	1 100.0%	2 50.0%	1 100.0%
	Very important	0 .0%	0 .0%	0 .0%
	Somewhat important	0 .0%	1 25.0%	0 .0%
	Not at all important	0 .0%	1 25.0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%
5C. Flight instruction and training	Total	1	4	1
	Extremely important	0 .0%	1 25.0%	1 100.0%
	Very important	0 .0%	1 25.0%	0 .0%
	Somewhat important	1 100.0%	0 .0%	0 .0%
	Not at all important	0 .0%	1 25.0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
5D. Transportation for patients in need of urgent healthcare	Total	1	4	1
	Extremely important	1 100.0%	2 50.0%	1 100.0%
	Very important	0 .0%	1 25.0%	0 .0%
	Somewhat important	0 .0%	1 25.0%	0 .0%
	Not at all important	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%
5E. Search and rescue services	Total	1	4	1
	Extremely important	1	2	1

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
5E. Search and rescue services	Extremely important	58.8%	66.7%	60.0%	20.0%	50.0%
	Very important	11	8	1	5	0
		21.6%	22.2%	20.0%	50.0%	.0%
	Somewhat important	8	4	1	3	0
		15.7%	11.1%	20.0%	30.0%	.0%
	Not at all important	1	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	
	DK/NA	1	0	0	0	1
		2.0%	.0%	.0%	.0%	50.0%
5F. Resident pilot use for recreation	Total	51	36	5	10	2
	Extremely important	31	24	2	5	2
		60.8%	66.7%	40.0%	50.0%	100.0%
	Very important	11	8	1	2	0
		21.6%	22.2%	20.0%	20.0%	.0%
	Somewhat important	7	4	2	2	0
		13.7%	11.1%	40.0%	20.0%	.0%
Not at all important	1	0	0	1	0	
	2.0%	.0%	.0%	10.0%	.0%	
	DK/NA	1	0	0	0	0
		2.0%	.0%	.0%	.0%	.0%
5G. Visitor use for access to the North Lake Tahoe region	Total	51	36	5	10	2
	Extremely important	30	19	3	6	1
		58.8%	52.8%	60.0%	60.0%	50.0%
	Very important	13	9	1	2	1
		25.5%	25.0%	20.0%	20.0%	50.0%
	Somewhat important	6	6	1	1	0
	11.8%	16.7%	20.0%	10.0%	.0%	
Not at all important	2	2	0	1	0	
	3.9%	5.6%	.0%	10.0%	.0%	

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
5E. Search and rescue services	Extremely important	100.0%	50.0%	100.0%
	Very important	0	1	0
		.0%	25.0%	.0%
	Somewhat important	0	0	0
		.0%	.0%	.0%
	Not at all important	0	1	0
	.0%	25.0%	.0%	
	DK/NA	0	0	0
		.0%	.0%	.0%
5F. Resident pilot use for recreation	Total	1	4	1
	Extremely important	1	2	1
		100.0%	50.0%	100.0%
	Very important	0	0	0
		.0%	.0%	.0%
	Somewhat important	0	1	0
		.0%	25.0%	.0%
Not at all important	0	0	0	
	.0%	.0%	.0%	
	DK/NA	0	1	0
		.0%	25.0%	.0%
5G. Visitor use for access to the North Lake Tahoe region	Total	1	4	1
	Extremely important	0	3	1
		.0%	75.0%	100.0%
	Very important	1	1	0
		100.0%	25.0%	.0%
	Somewhat important	0	0	0
	.0%	.0%	.0%	
Not at all important	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	.	a	.	a
	Very important	.	.	.	a
	Somewhat important	.	.	.	a
	Not at all important	.	.	.	a
5B. Early forest fire warning	Extremely important	.	a	.	a
	Very important	.	.	.	a
	Somewhat important	.	.	.	a
	Not at all important	.	.	.	a
5C. Flight instruction and training	DK/NA	a	a	a	a
	Extremely important	.	.	.	a
	Very important	.	.	.	a
	Somewhat important	.	.	A	a
5D. Transportation for patients in need of urgent healthcare	Not at all important	.	.	.	a
	DK/NA	a	a	a	a
	Extremely important	.	.	.	a
	Very important	.	.	.	a
5E. Search and rescue services	Somewhat important	.	a	.	a
	Not at all important	a	a	a	a
	DK/NA	a	a	a	a
	Extremely important	.	.	.	a
5F. Resident pilot use for recreation	Very important	.	.	.	a
	Somewhat important	.	.	.	a
	Not at all important	a	a	a	a
	DK/NA	a	a	a	a
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	.	.	.	.
	Very important	.	.	.	a
	Somewhat important	.	a	.	a

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,,b	.	a,,b
	Very important	a,,b	a	a,,b
	Somewhat important	a,,b	a	a,,b
	Not at all important	a,,b	.	a,,b
5B. Early forest fire warning	Extremely important	a,,b	a	a,,b
	Very important	a,,b	.	a,,b
	Somewhat important	a,,b	.	a,,b
	Not at all important	a,,b	a	a,,b
5C. Flight instruction and training	DK/NA	a,,b	a	a,,b
	Extremely important	a,,b	.	a,,b
	Very important	a,,b	a	a,,b
	Somewhat important	a,,b	.	a,,b
5D. Transportation for patients in need of urgent healthcare	Not at all important	a,,b	.	a,,b
	DK/NA	a,,b	a	a,,b
	Extremely important	a,,b	.	a,,b
	Very important	a,,b	.	a,,b
5E. Search and rescue services	Somewhat important	a,,b	a	a,,b
	Not at all important	a,,b	a	a,,b
	DK/NA	a,,b	.	a,,b
	Extremely important	a,,b	.	a,,b
5F. Resident pilot use for recreation	Very important	a,,b	a	a,,b
	Somewhat important	a,,b	a	a,,b
	Not at all important	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	a,,b	.	a,,b
	Very important	a,,b	a	a,,b
	Somewhat important	a,,b	a	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	27	46	2	4
	Extremely important	30	11	15	2	2
		38.0%	40.7%	32.6%	100.0%	50.0%
	Very important	22	6	15	0	1
		27.8%	22.2%	32.6%	.0%	25.0%
	Somewhat important	14	4	10	0	0
		17.7%	14.8%	21.7%	.0%	.0%
Not at all important	11	5	6	0	0	
	13.9%	18.5%	13.0%	.0%	.0%	
DK/NA	2	1	0	0	1	
	2.5%	3.7%	.0%	.0%	25.0%	
5B. Early forest fire warning	Total	79	27	46	2	4
	Extremely important	40	13	23	1	3
		50.6%	48.1%	50.0%	50.0%	75.0%
	Very important	22	5	15	1	1
		27.8%	18.5%	32.6%	50.0%	25.0%
	Somewhat important	8	4	4	0	0
		10.1%	14.8%	8.7%	.0%	.0%
Not at all important	8	5	3	0	0	
	10.1%	18.5%	6.5%	.0%	.0%	
DK/NA	1	0	1	0	0	
	1.3%	.0%	2.2%	.0%	.0%	
5C. Flight instruction and training	Total	79	27	46	2	4
	Extremely important	28	10	18	0	0
		35.4%	37.0%	39.1%	.0%	.0%
	Very important	25	6	17	1	1
		31.6%	22.2%	37.0%	50.0%	25.0%
	Somewhat important	15	8	5	0	2
		19.0%	29.6%	10.9%	.0%	50.0%
Not at all important	10	3	6	1	0	
	12.7%	11.1%	13.0%	50.0%	.0%	
DK/NA	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	25.0%	
5D. Transportation for patients in need of urgent healthcare	Total	79	27	46	2	4
	Extremely important	52	18	30	1	3
		65.8%	66.7%	65.2%	50.0%	75.0%
	Very important	17	4	11	1	1
		21.5%	14.8%	23.9%	50.0%	25.0%
	Somewhat important	5	3	2	0	0
	6.3%	11.1%	4.3%	.0%	.0%	
Not at all important	4	2	2	0	0	
	5.1%	7.4%	4.3%	.0%	.0%	
DK/NA	1	0	1	0	0	
	1.3%	.0%	2.2%	.0%	.0%	
5E. Search and rescue services	Total	79	27	46	2	4
	Extremely important	44	14	26	1	3

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
5E. Search and rescue services	Extremely important	55.7%	51.9%	56.5%	50.0%	75.0%
	Very important	22	9	12	0	1
		27.8%	33.3%	26.1%	.0%	25.0%
	Somewhat important	10	3	6	1	0
		12.7%	11.1%	13.0%	50.0%	.0%
	Not at all important	2	1	1	0	0
		2.5%	3.7%	2.2%	.0%	.0%
DK/NA	1	0	1	0	0	
	1.3%	.0%	2.2%	.0%	.0%	
5F. Resident pilot use for recreation	Total	79	27	46	2	4
	Extremely important	45	19	24	1	1
		57.0%	70.4%	52.2%	50.0%	25.0%
	Very important	20	5	14	0	1
		25.3%	18.5%	30.4%	.0%	25.0%
	Somewhat important	10	2	5	1	2
		12.7%	7.4%	10.9%	50.0%	50.0%
Not at all important	2	0	2	0	0	
	2.5%	.0%	4.3%	.0%	.0%	
DK/NA	2	1	1	0	0	
	2.5%	3.7%	2.2%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	27	46	2	4
	Extremely important	38	14	22	0	2
		48.1%	51.9%	47.8%	.0%	50.0%
	Very important	21	3	16	1	1
		26.6%	11.1%	34.8%	50.0%	25.0%
	Somewhat important	14	7	7	0	0
	17.7%	25.9%	15.2%	.0%	.0%	
Not at all important	6	3	1	1	1	
	7.6%	11.1%	2.2%	50.0%	25.0%	

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important			a	
	Very important			a	
	Somewhat important			a	a
	Not at all important			a	a
5B. Early forest fire warning	DK/NA		a	a	
	Extremely important			a	
	Very important			a	a
	Somewhat important			a	a
5C. Flight instruction and training	Not at all important			a	a
	DK/NA	a		a	
	Extremely important			a	
	Very important			a	a
5D. Transportation for patients in need of urgent healthcare	Somewhat important			a	a
	Not at all important	a		a	a
	DK/NA	a		a	
	Extremely important			a	
5E. Search and rescue services	Very important			a	a
	Somewhat important			a	a
	Not at all important	a		a	a
	DK/NA			a	
5F. Resident pilot use for recreation	Extremely important			a	
	Very important			a	a
	Somewhat important	a		a	a
	Not at all important			a	a
5G. Visitor use for access to the North Lake Tahoe region	DK/NA			a	
	Extremely important			a	
	Very important			a	a
	Somewhat important			a	a
	Not at all important			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	2	5	8	63
	Extremely important	30	1	1	2	25
		38.0%	50.0%	20.0%	25.0%	39.7%
	Very important	22	0	3	4	15
		27.8%	.0%	60.0%	50.0%	23.8%
	Somewhat important	14	1	0	2	11
		17.7%	50.0%	.0%	25.0%	17.5%
5B. Early forest fire warning	Not at all important	11	0	1	0	10
		13.9%	.0%	20.0%	.0%	15.9%
	DK/NA	2	0	0	0	2
		2.5%	.0%	.0%	.0%	3.2%
	Total	79	2	5	8	63
	Extremely important	40	0	3	4	32
		50.6%	.0%	60.0%	50.0%	50.8%
5C. Flight instruction and training	Very important	22	2	2	2	16
		27.8%	100.0%	40.0%	25.0%	25.4%
	Somewhat important	8	0	0	2	6
		10.1%	.0%	.0%	25.0%	9.5%
	Not at all important	8	0	0	0	8
		10.1%	.0%	.0%	.0%	12.7%
	DK/NA	1	0	0	0	1
	1.3%	.0%	.0%	.0%	1.6%	
5D. Transportation for patients in need of urgent healthcare	Total	79	2	5	8	63
	Extremely important	28	0	2	1	25
		35.4%	.0%	40.0%	12.5%	39.7%
	Very important	25	0	2	5	18
		31.6%	.0%	40.0%	62.5%	28.6%
	Somewhat important	15	0	1	2	11
		19.0%	.0%	20.0%	25.0%	17.5%
5E. Search and rescue services	Not at all important	10	2	0	0	8
		12.7%	100.0%	.0%	.0%	12.7%
	DK/NA	1	0	0	0	1
		1.3%	.0%	.0%	.0%	1.6%
	Total	79	2	5	8	63
	Extremely important	52	0	3	4	44
		65.8%	.0%	60.0%	50.0%	69.8%
5F. Resident pilot use for recreation	Very important	17	2	2	4	9
		21.5%	100.0%	40.0%	50.0%	14.3%
	Somewhat important	5	0	0	0	5
		6.3%	.0%	.0%	.0%	7.9%
	Not at all important	4	0	0	0	4
		5.1%	.0%	.0%	.0%	6.3%
	DK/NA	1	0	0	0	1
	1.3%	.0%	.0%	.0%	1.6%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	2	5	8	63
	Extremely important	44	0	3	3	38

		Reduce Number of Flights
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1
	Extremely important	100.0%
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		0
5B. Early forest fire warning	Total	1
	Extremely important	100.0%
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		0
5C. Flight instruction and training	Total	1
	Extremely important	0
	Very important	0
	Somewhat important	100.0%
	Not at all important	0
	DK/NA	0
		0
5D. Transportation for patients in need of urgent healthcare	Total	1
	Extremely important	100.0%
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		0
5E. Search and rescue services	Total	1
	Extremely important	0

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	55.7%	.0%	60.0%	37.5%	60.3%
	Very important	22	1	2	4	14
		27.8%	50.0%	40.0%	50.0%	22.2%
	Somewhat important	10	1	0	1	8
		12.7%	50.0%	.0%	12.5%	12.7%
	Not at all important	2	0	0	0	2
	2.5%	.0%	.0%	.0%	3.2%	
DK/NA		1	0	0	0	1
		1.3%	.0%	.0%	.0%	1.6%
	Total	79	2	5	8	63
	Extremely important	45	1	2	4	38
		57.0%	50.0%	40.0%	50.0%	60.3%
	Very important	20	0	2	3	14
	25.3%	.0%	40.0%	37.5%	22.2%	
5F. Resident pilot use for recreation	Somewhat important	10	1	1	1	7
		12.7%	50.0%	20.0%	12.5%	11.1%
	Not at all important	2	0	0	0	2
		2.5%	.0%	.0%	.0%	3.2%
	DK/NA	2	0	0	0	2
		2.5%	.0%	.0%	.0%	3.2%
5G. Visitor use for access to the North Lake Tahoe region	Total	79	2	5	8	63
	Extremely important	38	0	0	3	35
		48.1%	.0%	.0%	37.5%	55.6%
	Very important	21	0	1	4	15
		26.6%	.0%	20.0%	50.0%	23.8%
	Somewhat important	14	0	2	1	11
	17.7%	.0%	40.0%	12.5%	17.5%	
Not at all important	6	2	2	0	2	
	7.6%	100.0%	40.0%	.0%	3.2%	

		Reduce Number of Flights
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	.0%
	Very important	1 100.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
	Total	1
5F. Resident pilot use for recreation	Extremely important	0 .0%
	Very important	1 100.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
	Total	1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0 .0%
	Very important	1 100.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%

Comparisons of Column Proportions⁶

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important	.b			
	Somewhat important		.b		
	Not at all important	.b		.b	
	DK/NA	.b	.b	.b	
5B. Early forest fire warning	Extremely important	.b			
	Very important	.b	.b		
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
	DK/NA	.b	.b	.b	
5C. Flight instruction and training	Extremely important	.b			
	Very important	.b			
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
	DK/NA	.b	.b	.b	
5D. Transportation for patients in need of urgent healthcare	Extremely important	.b			
	Very important	.b			D
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
	DK/NA	.b	.b	.b	
5E. Search and rescue services	Extremely important	.b			
	Very important		.b		
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
	DK/NA	.b	.b	.b	
5F. Resident pilot use for recreation	Extremely important	.b			
	Very important				
	Somewhat important	.b	.b	.b	
	Not at all important	.b	.b	.b	
	DK/NA	.b	.b	.b	
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	.b			
	Very important	.b			
	Somewhat important	.b			
	Not at all important	.b			
	DK/NA	.b	D	.b	

Comparisons of Column Proportions^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a.,b
	Very important	a.,b
	Somewhat important	a.,b
	Not at all important	a.,b
5B. Early forest fire warning	DK/NA	a.,b
	Extremely important	a.,b
	Very important	a.,b
	Somewhat important	a.,b
5C. Flight instruction and training	Not at all important	a.,b
	DK/NA	a.,b
	Extremely important	a.,b
	Very important	a.,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a.,b
	Not at all important	a.,b
	DK/NA	a.,b
	Extremely important	a.,b
5E. Search and rescue services	Very important	a.,b
	Somewhat important	a.,b
	Not at all important	a.,b
	DK/NA	a.,b
5F. Resident pilot use for recreation	Extremely important	a.,b
	Very important	a.,b
	Somewhat important	a.,b
	Not at all important	a.,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a.,b
	Extremely important	a.,b
	Very important	a.,b
	Somewhat important	a.,b
	Not at all important	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	11	27	22	14
	Extremely important	30	4	9	8	6
	Very important	38.0%	36.4%	33.3%	36.4%	42.9%
	Somewhat important	22	2	10	5	5
	Not at all important	27.8%	18.2%	37.0%	22.7%	35.7%
	DK/NA	14	3	5	4	1
	DK/NA	17.7%	27.3%	18.5%	18.2%	7.1%
5B. Early forest fire warning	Not at all important	11	2	3	4	2
	DK/NA	13.9%	18.2%	11.1%	18.2%	14.3%
	Extremely important	2	0	0	1	0
	Very important	2.5%	.0%	.0%	4.5%	.0%
	Somewhat important	79	11	27	22	14
	Extremely important	40	5	14	13	5
	Very important	50.6%	45.5%	51.9%	59.1%	35.7%
5C. Flight instruction and training	Somewhat important	22	3	7	3	7
	Not at all important	27.8%	27.3%	25.9%	13.6%	50.0%
	DK/NA	8	2	2	4	0
	Extremely important	10.1%	18.2%	7.4%	18.2%	.0%
	Very important	8	1	3	2	2
	Not at all important	10.1%	9.1%	11.1%	9.1%	14.3%
	DK/NA	1	0	1	0	0
5D. Transportation for patients in need of urgent healthcare	Extremely important	1.3%	.0%	3.7%	.0%	.0%
	Very important	79	11	27	22	14
	Somewhat important	28	3	11	7	6
	Not at all important	35.4%	27.3%	40.7%	31.8%	42.9%
	DK/NA	25	2	11	7	4
	Extremely important	31.6%	18.2%	40.7%	31.8%	28.6%
	Very important	15	0	3	6	3
5E. Search and rescue services	Somewhat important	19.0%	.0%	11.1%	27.3%	21.4%
	Not at all important	10	5	2	2	1
	DK/NA	12.7%	45.5%	7.4%	9.1%	7.1%
	Extremely important	1	1	0	0	0
	Very important	1.3%	9.1%	.0%	.0%	.0%
	Somewhat important	79	11	27	22	14
	Extremely important	52	7	14	16	10
5F. Resident pilot use for recreation	Very important	65.8%	63.6%	51.9%	72.7%	71.4%
	Somewhat important	17	2	8	5	2
	Not at all important	21.5%	18.2%	29.6%	22.7%	14.3%
	DK/NA	5	0	3	1	1
	Extremely important	6.3%	.0%	11.1%	4.5%	7.1%
	Very important	4	2	1	0	1
	Not at all important	5.1%	18.2%	3.7%	.0%	7.1%
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	1	0	1	0	0
	Extremely important	1.3%	.0%	3.7%	.0%	.0%
	Very important	79	11	27	22	14
5H. Search and rescue services	Extremely important	44	5	13	15	9

		Remain the Way it Is
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	5
	Extremely important	3 60.0%
	Very important	0 .0%
	Somewhat important	1 20.0%
	Not at all important	0 .0%
	DK/NA	1 20.0%
5B. Early forest fire warning	Total	5
	Extremely important	3 60.0%
	Very important	2 40.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5C. Flight instruction and training	Total	5
	Extremely important	1 20.0%
	Very important	1 20.0%
	Somewhat important	3 60.0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5D. Transportation for patients in need of urgent healthcare	Total	5
	Extremely important	5 100.0%
	Very important	0 .0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5E. Search and rescue services	Total	5
	Extremely important	2

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	55.7%	45.5%	48.1%	68.2%	64.3%
	Very important	22 27.8%	2 18.2%	9 33.3%	5 22.7%	3 21.4%
	Somewhat important	10 12.7%	3 27.3%	4 14.8%	1 4.5%	2 14.3%
	Not at all important	2 2.5%	1 9.1%	0 .0%	1 4.5%	0 .0%
	DK/NA	1 1.3%	0 .0%	1 3.7%	0 .0%	0 .0%
5F. Resident pilot use for recreation	Total	79	11	27	22	14
	Extremely important	45 57.0%	4 36.4%	16 59.3%	12 54.5%	11 78.6%
	Very important	20 25.3%	4 36.4%	7 25.9%	5 22.7%	2 14.3%
	Somewhat important	10 12.7%	1 9.1%	3 11.1%	4 18.2%	1 7.1%
	Not at all important	2 2.5%	1 9.1%	1 3.7%	0 .0%	0 .0%
	DK/NA	2 2.5%	1 9.1%	0 .0%	1 4.5%	0 .0%
5G. Visitor use for access to the North Lake Tahoe region	Total	79	11	27	22	14
	Extremely important	38 48.1%	5 45.5%	15 55.6%	9 40.9%	7 50.0%
	Very important	21 26.6%	3 27.3%	7 25.9%	6 27.3%	4 28.6%
	Somewhat important	14 17.7%	1 9.1%	5 18.5%	5 22.7%	1 7.1%
	Not at all important	6 7.6%	2 18.2%	0 .0%	2 9.1%	2 14.3%

		Remain the Way it Is
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	40.0%
	Very important	3 60.0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
	Total	5
5F. Resident pilot use for recreation	Extremely important	2 40.0%
	Very important	2 40.0%
	Somewhat important	1 20.0%
	Not at all important	0 .0%
	DK/NA	0 .0%
	Total	5
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	2 40.0%
	Very important	1 20.0%
	Somewhat important	2 40.0%
	Not at all important	0 .0%
	Total	5

Comparisons of Column Proportions ^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
	Somewhat important				
	Not at all important	a	a		a
	DK/NA	.	.	.	.
5B. Early forest fire warning	Extremely important				
	Very important				
	Somewhat important				
	Not at all important	a		a	a
5C. Flight instruction and training	Extremely important				
	Very important				
	Somewhat important	a			
	Not at all important	B	a	a	a
5D. Transportation for patients in need of urgent healthcare	Extremely important				
	Very important				
	Somewhat important	a		a	
	Not at all important	a		a	a
5E. Search and rescue services	Extremely important				
	Very important				
	Somewhat important		a		
	Not at all important	a		a	a
5F. Resident pilot use for recreation	Extremely important				
	Very important				
	Somewhat important				
	Not at all important		a	a	a
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				
	Very important				
	Somewhat important		a		
	Not at all important				

Comparisons of Column Proportions ^b

		Remain the Way it Is
		Not sure/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a
	Very important	.
	Somewhat important	.
	Not at all important	a
5B. Early forest fire warning	DK/NA	.
	Extremely important	.
	Very important	a
	Somewhat important	a
5C. Flight instruction and training	Not at all important	a
	DK/NA	.
	Extremely important	a
	Very important	a
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a
	Not at all important	a
	DK/NA	.
	Extremely important	a
5E. Search and rescue services	Very important	a
	Somewhat important	a
	Not at all important	a
	DK/NA	.
5F. Resident pilot use for recreation	Extremely important	.
	Very important	.
	Somewhat important	a
	Not at all important	a
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	.
	Extremely important	.
	Very important	.
	Somewhat important	a
	Not at all important	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	29	34	7	8
	Extremely important	30	11	13	2	4
	Very important	22	8	10	1	2
	Somewhat important	14	6	5	2	1
	Not at all important	11	3	5	2	1
	DK/NA	2	1	1	0	0
		27.8%	27.6%	29.4%	14.3%	25.0%
5B. Early forest fire warning	Total	79	29	34	7	8
	Extremely important	40	11	22	3	3
	Very important	22	11	7	1	3
	Somewhat important	8	5	1	1	1
	Not at all important	8	2	3	2	1
	DK/NA	1	0	1	0	0
		50.6%	37.9%	64.7%	42.9%	37.5%
5C. Flight instruction and training	Total	79	29	34	7	8
	Extremely important	28	8	14	3	2
	Very important	25	10	13	2	0
	Somewhat important	15	7	3	2	3
	Not at all important	10	3	4	0	3
	DK/NA	1	1	0	0	0
		35.4%	27.6%	41.2%	42.9%	25.0%
5D. Transportation for patients in need of urgent healthcare	Total	79	29	34	7	8
	Extremely important	52	19	23	5	4
	Very important	17	5	8	1	3
	Somewhat important	5	0	3	1	1
	Not at all important	4	4	0	0	0
	DK/NA	1	1	0	0	0
		65.8%	65.5%	67.6%	71.4%	50.0%
5E. Search and rescue services	Total	79	29	34	7	8
	Extremely important	44	14	21	4	4
	Very important	17	5	8	1	3

		Manage the Growth of Operations
		Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1
	Extremely important	0
	Very important	1
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		100.0%
5B. Early forest fire warning	Total	1
	Extremely important	1
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		100.0%
5C. Flight instruction and training	Total	1
	Extremely important	1
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		100.0%
5D. Transportation for patients in need of urgent healthcare	Total	1
	Extremely important	1
	Very important	0
	Somewhat important	0
	Not at all important	0
	DK/NA	0
		100.0%
5E. Search and rescue services	Total	1
	Extremely important	1

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5E. Search and rescue services	Extremely important	55.7%	48.3%	61.8%	57.1%	50.0%
	Very important	22	8	9	3	2
		27.8%	27.6%	26.5%	42.9%	25.0%
	Somewhat important	10	6	2	0	2
		12.7%	20.7%	5.9%	.0%	25.0%
	Not at all important	2	1	1	0	0
	2.5%	3.4%	2.9%	.0%	.0%	
5F. Resident pilot use for recreation	DK/NA	1	0	1	0	0
		1.3%	.0%	2.9%	.0%	.0%
	Total	79	29	34	7	8
	Extremely important	45	15	19	5	6
		57.0%	51.7%	55.9%	71.4%	75.0%
	Very important	20	10	7	2	0
	25.3%	34.5%	20.6%	28.6%	.0%	
Somewhat important	10	2	6	0	2	
	12.7%	6.9%	17.6%	.0%	25.0%	
Not at all important	2	1	1	0	0	
	2.5%	3.4%	2.9%	.0%	.0%	
DK/NA	2	1	1	0	0	
	2.5%	3.4%	2.9%	.0%	.0%	
5G. Visitor use for access to the North Lake Tahoe region	Total	79	29	34	7	8
	Extremely important	38	14	17	5	2
		48.1%	48.3%	50.0%	71.4%	25.0%
	Very important	21	8	9	1	2
		26.6%	27.6%	26.5%	14.3%	25.0%
	Somewhat important	14	5	6	1	2
	17.7%	17.2%	17.6%	14.3%	25.0%	
Not at all important	6	2	2	0	2	
	7.6%	6.9%	5.9%	.0%	25.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
5E. Search and rescue services	Extremely important	100.0%
	Very important	0
	Somewhat important	.0%
	Not at all important	0
	DK/NA	.0%
Total		1
5F. Resident pilot use for recreation	Extremely important	0
	Very important	100.0%
	Somewhat important	0
	Not at all important	.0%
	DK/NA	0
Total		1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0
	Very important	100.0%
	Somewhat important	0
	Not at all important	.0%
	DK/NA	0

Comparisons of Column Proportions⁶

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				
	Very important				
	Somewhat important				
	Not at all important			.b	.b
	DK/NA				
5B. Early forest fire warning	Extremely important				
	Very important				
	Somewhat important				
	Not at all important	.b		.b	.b
	DK/NA				
5C. Flight instruction and training	Extremely important				
	Very important				.b
	Somewhat important			.b	
	Not at all important		.b	.b	.b
	DK/NA				
5D. Transportation for patients in need of urgent healthcare	Extremely important				
	Very important	.b			
	Somewhat important		.b	.b	.b
	Not at all important		.b	.b	.b
	DK/NA				
5E. Search and rescue services	Extremely important				
	Very important			.b	
	Somewhat important			.b	.b
	Not at all important	.b		.b	.b
	DK/NA				
5F. Resident pilot use for recreation	Extremely important				.b
	Very important				
	Somewhat important			.b	
	Not at all important			.b	.b
	DK/NA				
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				
	Very important				
	Somewhat important			.b	
	Not at all important				
	DK/NA				

Comparisons of Column Proportions^c

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
5B. Early forest fire warning	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
5C. Flight instruction and training	Not at all important	a,b
	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a,b
	Not at all important	a,b
	DK/NA	a,b
	Extremely important	a,b
5E. Search and rescue services	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
	DK/NA	a,b
5F. Resident pilot use for recreation	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	79	58	16	3	1
	Extremely important	30	23	4	2	0
	Very important	38.0%	39.7%	25.0%	66.7%	.0%
	Somewhat important	22	17	4	1	0
	Not at all important	27.8%	29.3%	25.0%	33.3%	.0%
	DK/NA	14	10	4	0	0
		17.7%	17.2%	25.0%	.0%	.0%
5B. Early forest fire warning	Not at all important	11	6	4	0	1
	DK/NA	13.9%	10.3%	25.0%	.0%	100.0%
	Extremely important	2	2	0	0	0
	Very important	2.5%	3.4%	.0%	.0%	.0%
	Somewhat important	79	58	16	3	1
	Extremely important	40	33	5	1	0
	Very important	50.6%	56.9%	31.3%	33.3%	.0%
5C. Flight instruction and training	Somewhat important	22	15	5	2	0
	Not at all important	27.8%	25.9%	31.3%	66.7%	.0%
	DK/NA	8	5	3	0	0
	Extremely important	10.1%	8.6%	18.8%	.0%	.0%
	Very important	8	5	2	0	1
	Not at all important	10.1%	8.6%	12.5%	.0%	100.0%
	DK/NA	1	0	1	0	0
5D. Transportation for patients in need of urgent healthcare	Extremely important	1.3%	.0%	6.3%	.0%	.0%
	Very important	79	58	16	3	1
	Somewhat important	28	23	2	2	1
	Not at all important	35.4%	39.7%	12.5%	66.7%	100.0%
	DK/NA	25	17	8	0	0
	Extremely important	31.6%	29.3%	50.0%	.0%	.0%
	Very important	15	11	4	0	0
5E. Search and rescue services	Somewhat important	19.0%	19.0%	25.0%	.0%	.0%
	Not at all important	10	6	2	1	0
	DK/NA	12.7%	10.3%	12.5%	33.3%	.0%
	Extremely important	1	1	0	0	0
	Very important	1.3%	1.7%	.0%	.0%	.0%
	Somewhat important	79	58	16	3	1
	Not at all important	52	40	8	2	1
5D. Transportation for patients in need of urgent healthcare	Extremely important	65.8%	69.0%	50.0%	66.7%	100.0%
	Very important	17	11	5	1	0
	Somewhat important	21.5%	19.0%	31.3%	33.3%	.0%
	Not at all important	5	3	2	0	0
	DK/NA	6.3%	5.2%	12.5%	.0%	.0%
	Extremely important	4	3	1	0	0
	Very important	5.1%	5.2%	6.3%	.0%	.0%
5E. Search and rescue services	DK/NA	1	1	0	0	0
	Total	1.3%	1.7%	.0%	.0%	.0%
	Extremely important	79	58	16	3	1
	Extremely important	44	36	5	1	1

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	Total	1
	Extremely important	1 100.0%
	Very important	0 .0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5B. Early forest fire warning	Total	1
	Extremely important	1 100.0%
	Very important	0 .0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5C. Flight instruction and training	Total	1
	Extremely important	0 .0%
	Very important	0 .0%
	Somewhat important	0 .0%
	Not at all important	1 100.0%
	DK/NA	0 .0%
5D. Transportation for patients in need of urgent healthcare	Total	1
	Extremely important	1 100.0%
	Very important	0 .0%
	Somewhat important	0 .0%
	Not at all important	0 .0%
	DK/NA	0 .0%
5E. Search and rescue services	Total	1
	Extremely important	1

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5E. Search and rescue services	Extremely important	55.7%	62.1%	31.3%	33.3%	100.0%
	Very important	22 27.8%	14 24.1%	7 43.8%	1 33.3%	0 .0%
	Somewhat important	10 12.7%	6 10.3%	3 18.8%	1 33.3%	0 .0%
	Not at all important	2 2.5%	2 3.4%	0 .0%	0 .0%	0 .0%
	DK/NA	1 1.3%	0 .0%	1 6.3%	0 .0%	0 .0%
5F. Resident pilot use for recreation	Total	79	58	16	3	1
	Extremely important	45 57.0%	36 62.1%	5 31.3%	2 66.7%	1 100.0%
	Very important	20 25.3%	13 22.4%	7 43.8%	0 .0%	0 .0%
	Somewhat important	10 12.7%	7 12.1%	2 12.5%	1 33.3%	0 .0%
	Not at all important	2 2.5%	1 1.7%	1 6.3%	0 .0%	0 .0%
	DK/NA	2 2.5%	1 1.7%	1 6.3%	0 .0%	0 .0%
5G. Visitor use for access to the North Lake Tahoe region	Total	79	58	16	3	1
	Extremely important	38 48.1%	29 50.0%	6 37.5%	2 66.7%	1 100.0%
	Very important	21 26.6%	16 27.6%	4 25.0%	0 .0%	0 .0%
	Somewhat important	14 17.7%	9 15.5%	5 31.3%	0 .0%	0 .0%
	Not at all important	6 7.6%	4 6.9%	1 6.3%	1 33.3%	0 .0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
5E. Search and rescue services	Extremely important	100.0%
	Very important	0
	Somewhat important	.0%
	Not at all important	0
	DK/NA	.0%
	Total	1
5F. Resident pilot use for recreation	Extremely important	100.0%
	Very important	0
	Somewhat important	.0%
	Not at all important	0
	DK/NA	.0%
	Total	1
5G. Visitor use for access to the North Lake Tahoe region	Extremely important	0
	Very important	100.0%
	Somewhat important	0
	Not at all important	0
	DK/NA	.0%
	Total	1

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important				a,,b
	Very important				a,,b
	Somewhat important			.b	a,,b
	Not at all important			.b	a,,b
	DK/NA		.b	.b	a,,b
	Total				a,,b
5B. Early forest fire warning	Extremely important				a,,b
	Very important			.b	a,,b
	Somewhat important			.b	a,,b
	Not at all important	.b		.b	a,,b
	DK/NA			.b	a,,b
	Total	.b			a,,b
5C. Flight instruction and training	Extremely important				a,,b
	Very important			.b	a,,b
	Somewhat important			.b	a,,b
	Not at all important			.b	a,,b
	DK/NA		.b	.b	a,,b
	Total				a,,b
5D. Transportation for patients in need of urgent healthcare	Extremely important				a,,b
	Very important			.b	a,,b
	Somewhat important			.b	a,,b
	Not at all important		.b	.b	a,,b
	DK/NA		.b	.b	a,,b
	Total				a,,b
5E. Search and rescue services	Extremely important				a,,b
	Very important				a,,b
	Somewhat important		.b	.b	a,,b
	Not at all important		.b	.b	a,,b
	DK/NA	.b		.b	a,,b
	Total	.b			a,,b
5F. Resident pilot use for recreation	Extremely important				a,,b
	Very important			.b	a,,b
	Somewhat important			.b	a,,b
	Not at all important			.b	a,,b
	DK/NA			.b	a,,b
	Total				a,,b
5G. Visitor use for access to the North Lake Tahoe region	Extremely important				a,,b
	Very important			.b	a,,b
	Somewhat important			.b	a,,b
	Not at all important			.b	a,,b
	DK/NA			.b	a,,b
	Total				a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
5B. Early forest fire warning	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
5C. Flight instruction and training	Not at all important	a,b
	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
5D. Transportation for patients in need of urgent healthcare	Somewhat important	a,b
	Not at all important	a,b
	DK/NA	a,b
	Extremely important	a,b
5E. Search and rescue services	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
	DK/NA	a,b
5F. Resident pilot use for recreation	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b
5G. Visitor use for access to the North Lake Tahoe region	DK/NA	a,b
	Extremely important	a,b
	Very important	a,b
	Somewhat important	a,b
	Not at all important	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	79
	Too much	27 34.2%	27 34.2%
	About the right amount	46 58.2%	46 58.2%
	Not enough	2 2.5%	2 2.5%
	DK/NA	4 5.1%	4 5.1%

Comparisons of Column Proportions^a

		Total
		(A)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.
	About the right amount	.
	Not enough	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	74	4	1
	Too much	27 34.2%	26 35.1%	0 .0%	1 100.0%
	About the right amount	46 58.2%	43 58.1%	3 75.0%	0 .0%
	Not enough	2 2.5%	1 1.4%	1 25.0%	0 .0%
	DK/NA	4 5.1%	4 5.4%	0 .0%	0 .0%

Comparisons of Column Proportions ^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much		a	a,b
	About the right amount			a,b
	Not enough		A	a,b
	DK/NA		a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	1	4	9	35	29	1
	Too much	27	1	2	4	13	6	1
	About the right amount	46	0	2	5	20	19	0
	Not enough	58.2%	.0%	50.0%	55.6%	57.1%	65.5%	.0%
	DK/NA	2	0	0	0	2	0	0
		2.5%	.0%	.0%	.0%	5.7%	.0%	.0%
		4	0	0	0	0	4	0
		5.1%	.0%	.0%	.0%	.0%	13.8%	.0%

Comparisons of Column Proportions ^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,b					a,b
	About the right amount	a,b					a,b
	Not enough	a,b	.b	.b		.b	a,b
	DK/NA	a,b	.b	.b	.b		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	20	5	4	11	1	2	6
	Too much	27	9	3	2	2	1	1	2
	About the right amount	46	9	1	1	8	0	1	4
	Not enough	58.2%	45.0%	20.0%	25.0%	72.7%	.0%	50.0%	66.7%
	DK/NA	2	1	0	1	0	0	0	0
		2.5%	5.0%	.0%	25.0%	.0%	.0%	.0%	
		4	1	1	0	1	0	0	
		5.1%	5.0%	20.0%	.0%	9.1%	.0%	.0%	

		Date						
		June 4	June 5	June 6	June 7	June 8	June 9	June 10
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	1	1	5	6	7	4	3
	Too much	0	0	2	1	2	1	1
	About the right amount	1	1	3	5	5	2	2
	Not enough	100.0%	100.0%	60.0%	83.3%	71.4%	50.0%	66.7%
	DK/NA	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	
		0	0	0	0	0	1	0
		.0%	.0%	.0%	.0%	.0%	25.0%	.0%

		Date	
		June 11	June 13
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	1	2
	Too much	0	0
	About the right amount	1	2
	Not enough	100.0%	100.0%
	DK/NA	0	0
		.0%	.0%

Comparisons of Column Proportions ^c

		Date							
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much					a,b			a,b
	About the right amount					a,b			a,b
	Not enough		.b		.b	a,b	.b	.b	a,b
	DK/NA			.b		a,b	.b	.b	a,b

Comparisons of Column Proportions^c

		Date						
		June 5	June 6	June 7	June 8	June 9	June 10	June 11
		(I)	(J)	(K)	(L)	(M)	(N)	(O)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,,b						a,,b
	About the right amount	a,,b						a,,b
	Not enough	a,,b	.b	.b	.b	.b	.b	a,,b
	DK/NA	a,,b	.b	.b	.b		.b	a,,b

Comparisons of Column Proportions^c

		Date
		June 13
		(P)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.b
	About the right amount	.b
	Not enough	.b
	DK/NA	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	3	76
	Too much	27	3	24
	About the right amount	34.2%	100.0%	31.6%
	Not enough	46	0	46
	DK/NA	58.2%	.0%	60.5%
	Not enough	2	0	2
		2.5%	.0%	2.6%
	DK/NA	4	0	4
		5.1%	.0%	5.3%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a	
	About the right amount	a	
	Not enough	a	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	76	59	16	1
	Too much	24	18	6	0
	About the right amount	31.6%	30.5%	37.5%	.0%
	Not enough	46	35	10	1
	DK/NA	60.5%	59.3%	62.5%	100.0%
	Not enough	2	2	0	0
		2.6%	3.4%	.0%	.0%
	DK/NA	4	4	0	0
		5.3%	6.8%	.0%	.0%

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much			a,,b
	About the right amount			a,,b
	Not enough		.b	a,,b
	DK/NA		.b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	1	68	1	4
	Too much	27	1	23	1	0
	About the right amount	46	0	41	0	4
	Not enough	2	0	1	0	0
	DK/NA	4	0	3	0	0
			5.1%	.0%	4.4%	.0%	.0%

		Ethnic Group
		DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	5
	Too much	2
	About the right amount	1
	Not enough	1
	DK/NA	1
		40.0%

Comparisons of Column Proportions^c

		Ethnic Group			
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a, b		a, b	, b
	About the right amount	a, b		a, b	, b
	Not enough	a, b		a, b	, b
	DK/NA	a, b		a, b	, b

Comparisons of Column Proportions^c

		Ethnic Group
		DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	
	About the right amount	
	Not enough	
	DK/NA	
		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	51	11	8	23	6
	Too much	23	7	4	8	3
	About the right amount	45.1%	63.6%	50.0%	34.8%	50.0%
	DK/NA	27	4	4	15	3
		52.9%	36.4%	50.0%	65.2%	50.0%

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	1	2
	Too much	1	0
	About the right amount	0	1
	DK/NA	0	1
		.0%	50.0%

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				
	About the right amount				
	DK/NA	, b	, b	, b	, b

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a, b	, b
	About the right amount	a, b	
	DK/NA	a, b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	51	36	5	10	2
	Too much	23	17	1	6	1
	About the right amount	27	19	4	4	1
	DK/NA	1	0	0	0	0
		45.1%	47.2%	20.0%	60.0%	50.0%
		52.9%	52.8%	80.0%	40.0%	50.0%
		2.0%	.0%	.0%	.0%	.0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	1	4	1
	Too much	1	1	0
	About the right amount	0	2	1
	DK/NA	0	1	0
		100.0%	25.0%	.0%
		.0%	50.0%	100.0%
		.0%	25.0%	.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				
	About the right amount				
	DK/NA	.b	.b	.b	.b

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,.b		a,.b
	About the right amount	a,.b		a,.b
	DK/NA	a,.b		a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	27	46	2	4
	Too much	27	27	0	0	0
	About the right amount	46	0	46	0	0
	Not enough	2	0	0	2	0
	DK/NA	4	0	0	0	4
		5.1%	.0%	.0%	.0%	100.0%
		34.2%	100.0%	.0%	.0%	.0%
		58.2%	.0%	100.0%	.0%	.0%
		2.5%	0	.0%	100.0%	.0%
		4	0	0	0	4
		5.1%	.0%	.0%	.0%	100.0%

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.a	.a	.a	.a
	About the right amount	.a	.a	.a	.a
	Not enough	.a	.a	.a	.a
	DK/NA	.a	.a	.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	2	5	8	63
	Too much	27	1	1	0	25
	About the right amount	46	0	3	8	35
	Not enough	2	1	0	0	1
	DK/NA	4	0	1	0	2
		5.1%	.0%	20.0%	.0%	3.2%
		34.2%	50.0%	20.0%	.0%	39.7%
		58.2%	.0%	60.0%	100.0%	55.6%
		2.5%	50.0%	.0%	.0%	1.6%
		4	0	1	0	2
		5.1%	.0%	20.0%	.0%	3.2%

		Reduce Number of Flights
		Not sure/DK/NA
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	1
	Too much	0
	About the right amount	.0%
	Not enough	0
	DK/NA	1
		100.0%

Comparisons of Column Proportions ^c

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.	.	a	.
	About the right amount	a	.	.	.
	Not enough	D	a	.	.
	DK/NA	a	.	a	.

Comparisons of Column Proportions ^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a, b
	About the right amount	a, b
	Not enough	a, b
	DK/NA	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	11	27	22	14
	Too much	27	4	9	6	7
	About the right amount	46	6	18	15	5
	Not enough	2	0	0	0	2
		2.5%	.0%	.0%	.0%	14.3%
	DK/NA	4	1	0	1	0
	5.1%	9.1%	.0%	4.5%	.0%	

		Remain the Way it Is
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	5
	Too much	1
	About the right amount	2
	Not enough	0
	DK/NA	2
		20.0%
		40.0%
		.0%
		40.0%

Comparisons of Column Proportions ^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.	.	.	.
	About the right amount	a	a	a	.
	Not enough	.	.	.	.
	DK/NA	.	a	.	a

Comparisons of Column Proportions ^b

		Remain the Way it Is
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	.
	About the right amount	a
	Not enough	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Total	79	29	34	7	8
	Too much	27	6	9	4	7
	About the right amount	46	20	23	3	0
	Not enough	2	0	1	0	1
		2.5%	.0%	2.9%	.0%	12.5%
	DK/NA	4	3	1	0	0
	5.1%	10.3%	2.9%	.0%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
Total		1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	100.0%
	About the right amount	0
	Not enough	0
	DK/NA	0

Comparisons of Column Proportions^c

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				A B
	About the right amount				.b
	Not enough	.b			
	DK/NA			.b	.b

Comparisons of Column Proportions^c

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,.b
	About the right amount	a,.b
	Not enough	a,.b
	DK/NA	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
Total		79	58	16	3	1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	27	19	5	1	1
	About the right amount	34.2%	32.8%	31.3%	33.3%	100.0%
	Not enough	46	36	9	1	0
	DK/NA	58.2%	62.1%	56.3%	33.3%	.0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
Total		1
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	100.0%
	About the right amount	0
	Not enough	0
	DK/NA	0

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much				a,.b
	About the right amount				a,.b
	Not enough	.b			a,.b
	DK/NA			.b	a,.b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
6. Do you think the Truckee Tahoe airport is doing too much, about the right amount, or not enough to minimize the amount of aircraft noise and low-flying aircraft?	Too much	a,.b
	About the right amount	a,.b
	Not enough	a,.b
	DK/NA	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1	1
	Noise or size restriction on aircraft	1	1
	Regulate flight patterns/Avoid residential areas	1	1
	Don't fly too low	1	1
	Push traffic to Reno/Provide transportation to Reno	1	1
		50.0%	50.0%

Comparisons of Column Proportions ^a

		Total
		(A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Don't fly too low	.
	Push traffic to Reno/Provide transportation to Reno	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender		
		Total	Male	Female
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1	0	1
	Noise or size restriction on aircraft	1	1	0
	Regulate flight patterns/Avoid residential areas	1	1	0
	Don't fly too low	1	1	0
	Push traffic to Reno/Provide transportation to Reno	1	0	1
		50.0%	.0%	100.0%

Comparisons of Column Proportions ^c

		Respondent's Gender	
		Male (A)	Female (B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a.,b	a.,b
	Noise or size restriction on aircraft	a.,b	a.,b
	Regulate flight patterns/Avoid residential areas	a.,b	a.,b
	Don't fly too low	a.,b	a.,b
	Push traffic to Reno/Provide transportation to Reno	a.,b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age	
		Total	50-64
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1	1
	Noise or size restriction on aircraft	1	1
	Regulate flight patterns/Avoid residential areas	1	1
	Don't fly too low	1	1
	Push traffic to Reno/Provide transportation to Reno	1	1
		50.0%	50.0%

Comparisons of Column Proportions ^a

		Age
		(A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Don't fly too low	.
	Push traffic to Reno/Provide transportation to Reno	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date		
		Total	May 27	May 29
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1	0	1
	Noise or size restriction on aircraft	50.0%	.0%	100.0%
	Regulate flight patterns/Avoid residential areas	1	1	0
	Don't fly too low	50.0%	100.0%	.0%
	Push traffic to Reno/Provide transportation to Reno	1	0	1
		50.0%	.0%	100.0%

Comparisons of Column Proportions^c

		Date	
		May 27	May 29
		(A)	(B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a, b	a, b
	Noise or size restriction on aircraft	a, b	a, b
	Regulate flight patterns/Avoid residential areas	a, b	a, b
	Don't fly too low	a, b	a, b
	Push traffic to Reno/Provide transportation to Reno	a, b	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own	
		Total	Own
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1	1
	Noise or size restriction on aircraft	50.0%	50.0%
	Regulate flight patterns/Avoid residential areas	1	1
	Don't fly too low	50.0%	50.0%
	Push traffic to Reno/Provide transportation to Reno	1	1
		50.0%	50.0%

Comparisons of Column Proportions^a

		Rent/Own	
		Own	(A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.	.
	Noise or size restriction on aircraft	.	.
	Regulate flight patterns/Avoid residential areas	.	.
	Don't fly too low	.	.
	Push traffic to Reno/Provide transportation to Reno	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence	
		Total	Primary home
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1	1
	Noise or size restriction on aircraft	50.0%	50.0%
	Regulate flight patterns/Avoid residential areas	1	1
	Don't fly too low	50.0%	50.0%
	Push traffic to Reno/Provide transportation to Reno	1	1
		50.0%	50.0%

Comparisons of Column Proportions^a

		Prime/Secondary Residence	
		Primary home	(A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.	.
	Noise or size restriction on aircraft	.	.
	Regulate flight patterns/Avoid residential areas	.	.
	Don't fly too low	.	.
	Push traffic to Reno/Provide transportation to Reno	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group		
		Total	Caucasian/White	DK/NA
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1 50.0%	0 .0%	1 100.0%
	Noise or size restriction on aircraft	1 50.0%	1 100.0%	0 .0%
	Regulate flight patterns/Avoid residential areas	1 50.0%	1 100.0%	0 .0%
	Don't fly too low	1 50.0%	1 100.0%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	1 50.0%	0 .0%	1 100.0%

Comparisons of Column Proportions^c

		Ethnic Group	
		Caucasian/White	DK/NA
		(A)	(B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a.,b	a.,b
	Noise or size restriction on aircraft	a.,b	a.,b
	Regulate flight patterns/Avoid residential areas	a.,b	a.,b
	Don't fly too low	a.,b	a.,b
	Push traffic to Reno/Provide transportation to Reno	a.,b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft	
		Total	Not enough
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1 50.0%	1 50.0%
	Noise or size restriction on aircraft	1 50.0%	1 50.0%
	Regulate flight patterns/Avoid residential areas	1 50.0%	1 50.0%
	Don't fly too low	1 50.0%	1 50.0%
	Push traffic to Reno/Provide transportation to Reno	1 50.0%	1 50.0%

Comparisons of Column Proportions^a

		Amount Airport is Doing About Noise/Low Flying Aircraft
		Not enough (A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Don't fly too low	.
	Push traffic to Reno/Provide transportation to Reno	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights		
		Total	Strongly agree	Strongly disagree
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1 50.0%	1 100.0%	0 .0%
	Noise or size restriction on aircraft	1 50.0%	0 .0%	1 100.0%
	Regulate flight patterns/Avoid residential areas	1 50.0%	0 .0%	1 100.0%
	Don't fly too low	1 50.0%	0 .0%	1 100.0%
	Push traffic to Reno/Provide transportation to Reno	1 50.0%	1 100.0%	0 .0%

Comparisons of Column Proportions^c

		Reduce Number of Flights	
		Strongly agree	Strongly disagree
		(A)	(B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a.,b	a.,b
	Noise or size restriction on aircraft	a.,b	a.,b
	Regulate flight patterns/Avoid residential areas	a.,b	a.,b
	Don't fly too low	a.,b	a.,b
	Push traffic to Reno/Provide transportation to Reno	a.,b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is	
		Total	Strongly disagree
7. What do you feel the airport could do differently?	Total	2	2
	Implement curfew/Regulate hours	1 50.0%	1 50.0%
	Noise or size restriction on aircraft	1 50.0%	1 50.0%
	Regulate flight patterns/Avoid residential areas	1 50.0%	1 50.0%
	Don't fly too low	1 50.0%	1 50.0%
	Push traffic to Reno/Provide transportation to Reno	1 50.0%	1 50.0%

Comparisons of Column Proportions^a

		Remain the Way it Is
		Strongly disagree
		(A)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	.
	Noise or size restriction on aircraft	.
	Regulate flight patterns/Avoid residential areas	.
	Don't fly too low	.
	Push traffic to Reno/Provide transportation to Reno	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations		
		Total	Somewhat agree	Strongly disagree
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1 50.0%	0 .0%	1 100.0%
	Noise or size restriction on aircraft	1 50.0%	1 100.0%	0 .0%
	Regulate flight patterns/Avoid residential areas	1 50.0%	1 100.0%	0 .0%
	Don't fly too low	1 50.0%	1 100.0%	0 .0%
	Push traffic to Reno/Provide transportation to Reno	1 50.0%	0 .0%	1 100.0%

Comparisons of Column Proportions^c

		Manage the Growth of Operations	
		Somewhat agree	Strongly disagree
		(A)	(B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a.,b	a.,b
	Noise or size restriction on aircraft	a.,b	a.,b
	Regulate flight patterns/Avoid residential areas	a.,b	a.,b
	Don't fly too low	a.,b	a.,b
	Push traffic to Reno/Provide transportation to Reno	a.,b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable		
		Total	Somewhat favorable	Somewhat unfavorable
7. What do you feel the airport could do differently?	Total	2	1	1
	Implement curfew/Regulate hours	1	0	1
	Noise or size restriction on aircraft	1	1	0
	Regulate flight patterns/Avoid residential areas	50.0%	100.0%	.0%
	Don't fly too low	1	1	0
	Push traffic to Reno/Provide transportation to Reno	50.0%	100.0%	.0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable	
		Somewhat favorable	Somewhat unfavorable
		(A)	(B)
7. What do you feel the airport could do differently?	Implement curfew/Regulate hours	a.,b	a.,b
	Noise or size restriction on aircraft	a.,b	a.,b
	Regulate flight patterns/Avoid residential areas	a.,b	a.,b
	Don't fly too low	a.,b	a.,b
	Push traffic to Reno/Provide transportation to Reno	a.,b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
8A1. The airport is an important component of the area's economy	Total	79	79
	Strongly Agree	62 78.5%	62 78.5%
	Somewhat Agree	15 19.0%	15 19.0%
	Strongly Disagree	2 2.5%	2 2.5%
	DK/NA	0 0%	0 0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	79
	Strongly Agree	4 5.1%	4 5.1%
	Somewhat Agree	5 6.3%	5 6.3%
	Somewhat Disagree	9 11.4%	9 11.4%
	Strongly Disagree	59 74.7%	59 74.7%
	DK/NA	2 2.5%	2 2.5%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	79
	Strongly Agree	25 31.6%	25 31.6%
	Somewhat Agree	26 32.9%	26 32.9%
	Somewhat Disagree	9 11.4%	9 11.4%
	Strongly Disagree	11 13.9%	11 13.9%
DK/NA	8 10.1%	8 10.1%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	79
	Strongly Agree	33 41.8%	33 41.8%
	Somewhat Agree	33 41.8%	33 41.8%
	Somewhat Disagree	7 8.9%	7 8.9%
	Strongly Disagree	1 1.3%	1 1.3%
DK/NA	5 6.3%	5 6.3%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	79
	Strongly Agree	3 3.8%	3 3.8%
	Somewhat Agree	4 5.1%	4 5.1%
	Somewhat Disagree	9 11.4%	9 11.4%
Strongly Disagree	63 79.7%	63 79.7%	
8C2. The airport should grow to address increasing demands from the community	Total	79	79
	Strongly Agree	29	29

		Total	
		Total	Total
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	36.7%
	Somewhat Agree	29 36.7%	29 36.7%
	Somewhat Disagree	8 10.1%	8 10.1%
	Strongly Disagree	7 8.9%	7 8.9%
	DK/NA	6 7.6%	6 7.6%
	Total	79	79
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	18 22.8%	18 22.8%
	Somewhat Agree	24 30.4%	24 30.4%
	Somewhat Disagree	24 30.4%	24 30.4%
	Strongly Disagree	11 13.9%	11 13.9%
	DK/NA	2 2.5%	2 2.5%
	Total	79	79
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	12 15.2%	12 15.2%
	Somewhat Agree	29 36.7%	29 36.7%
	Somewhat Disagree	15 19.0%	15 19.0%
	Strongly Disagree	21 26.6%	21 26.6%
	DK/NA	2 2.5%	2 2.5%
	Total	79	79

Comparisons of Column Proportions^a

		Total
		(A)
8A1. The airport is an important component of the area's economy	Strongly Agree	.
	Somewhat Agree	.
	Strongly Disagree	.
	Strongly Agree	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	Strongly Agree	.
8C2. The airport should grow to address increasing demands from the community	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
8A1. The airport is an important component of the area's economy	Total	79	74	4	1
	Strongly Agree	62	58	3	1
	Somewhat Agree	15	15	0	0
	Strongly Disagree	2	1	1	0
		19.0%	20.3%	.0%	.0%
		2.5%	1.4%	25.0%	.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	74	4	1
	Strongly Agree	4	3	1	0
	Somewhat Agree	5	5	0	0
	Somewhat Disagree	9	8	1	0
	Strongly Disagree	59	56	2	1
	DK/NA	2	2	0	0
		2.5%	2.7%	.0%	.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	74	4	1
	Strongly Agree	25	24	1	0
	Somewhat Agree	26	25	1	0
	Somewhat Disagree	9	9	0	0
	Strongly Disagree	11	9	1	1
	DK/NA	8	7	1	0
		10.1%	9.5%	25.0%	.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	74	4	1
	Strongly Agree	33	32	1	0
	Somewhat Agree	33	31	2	0
	Somewhat Disagree	7	5	1	1
	Strongly Disagree	1	1	0	0
	DK/NA	5	5	0	0
		6.3%	6.8%	.0%	.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	74	4	1
	Strongly Agree	3	2	1	0
	Somewhat Agree	4	4	0	0
	Somewhat Disagree	9	9	0	0
	Strongly Disagree	63	59	3	1
		79.7%	79.7%	75.0%	100.0%
8C2. The airport should grow to address increasing demands from the community	Total	79	74	4	1
	Strongly Agree	29	27	1	1

		Respondent's Gender			
		Total	Male	Female	Other
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	36.5%	25.0%	100.0%
		29	29	0	0
	Somewhat Agree	36.7%	39.2%	.0%	.0%
		8	7	1	0
	Somewhat Disagree	10.1%	9.5%	25.0%	.0%
		7	5	2	0
	Strongly Disagree	8.9%	6.8%	50.0%	.0%
		6	6	0	0
	DK/NA	7.6%	8.1%	.0%	.0%
		79	74	4	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	22.8%	23.0%	.0%	100.0%
		18	17	0	1
	Somewhat Agree	30.4%	31.1%	25.0%	.0%
		24	23	1	0
	Somewhat Disagree	30.4%	31.1%	25.0%	.0%
		24	23	1	0
	Strongly Disagree	13.9%	12.2%	50.0%	.0%
		11	9	2	0
	DK/NA	2.5%	2.7%	.0%	.0%
		2	2	0	0
		2.5%	2.7%	.0%	.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	15.2%	13.5%	50.0%	.0%
		12	10	2	0
	Somewhat Agree	36.7%	37.8%	25.0%	.0%
		29	28	1	0
	Somewhat Disagree	19.0%	18.9%	25.0%	.0%
		15	14	1	0
	Strongly Disagree	26.6%	27.0%	.0%	100.0%
		21	20	0	1
	DK/NA	2.5%	2.7%	.0%	.0%
		2	2	0	0
		2.5%	2.7%	.0%	.0%

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	Strongly Agree		.b	a,b
	Somewhat Agree			a,b
	Strongly Disagree		A	a,b
	DK/NA			a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		.b	a,b
	Somewhat Agree			a,b
	Somewhat Disagree			a,b
	Strongly Disagree		.b	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree			a,b
	Somewhat Agree			a,b
	Somewhat Disagree		.b	a,b
	Strongly Disagree			a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			a,b
	Somewhat Agree			a,b
	Somewhat Disagree		.b	a,b
	Strongly Disagree		.b	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		A	a,b
	Somewhat Agree		.b	a,b
	Somewhat Disagree		.b	a,b
	Strongly Disagree			a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree		.b	a,b
	Somewhat Agree			a,b
	Somewhat Disagree			a,b
	Strongly Disagree		A	a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree		.b	a,b
	Somewhat Agree			a,b
	Somewhat Disagree			a,b
	Strongly Disagree		A	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree		A	a,b
	Somewhat Agree			a,b
	Somewhat Disagree		.b	a,b
	Strongly Disagree		.b	a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						Not coded
		Total	18-29	30-39	40-49	50-64	65+	
8A1. The airport is an important component of the area's economy	Total	79	1	4	9	35	29	1
	Strongly Agree	62	1	2	8	27	23	1
	Somewhat Agree	15	0	1	1	7	6	0
	Strongly Disagree	2	0	1	0	1	0	0
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	1	4	9	35	29	1
	Strongly Agree	4	0	0	0	2	2	0
	Somewhat Agree	5	1	0	0	1	3	0
	Somewhat Disagree	9	0	1	1	4	3	0
	Strongly Disagree	59	0	3	8	27	20	1
	DK/NA	2	0	0	0	1	1	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	1	4	9	35	29	1
	Strongly Agree	25	0	2	3	7	13	0
	Somewhat Agree	26	0	1	3	11	10	1
	Somewhat Disagree	9	1	0	2	5	1	0
	Strongly Disagree	11	0	0	0	8	3	0
	DK/NA	8	0	1	1	4	2	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	1	4	9	35	29	1
	Strongly Agree	33	0	3	4	14	11	1
	Somewhat Agree	33	1	0	5	14	13	0
	Somewhat Disagree	7	0	1	0	3	3	0
	Strongly Disagree	1	0	0	0	1	0	0
	DK/NA	5	0	0	0	3	2	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	1	4	9	35	29	1
	Strongly Agree	3	0	0	0	3	0	0
	Somewhat Agree	4	0	0	1	0	3	0
	Somewhat Disagree	9	1	1	0	3	4	0
8C2. The airport should grow to address increasing demands from the community	Total	79	1	4	9	35	29	1
	Strongly Agree	29	0	1	2	11	14	1

		Age						Not coded
		Total	18-29	30-39	40-49	50-64	65+	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	.0%	25.0%	22.2%	31.4%	48.3%	100.0%
	Somewhat Agree	29	0	1	6	16	6	0
	Somewhat Disagree	8	1	1	0	1	5	0
	Strongly Disagree	7	0	1	0	4	2	0
	DK/NA	6	0	0	1	3	2	0
	Total	79	1	4	9	35	29	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	18	0	1	2	8	6	1
	Somewhat Agree	24	1	0	4	11	8	0
	Somewhat Disagree	24	0	3	2	6	13	0
	Strongly Disagree	11	0	0	1	8	2	0
	DK/NA	2	0	0	0	2	0	0
	Total	79	1	4	9	35	29	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	12	0	0	1	5	6	0
	Somewhat Agree	29	0	2	3	13	11	0
	Somewhat Disagree	15	0	2	2	7	4	0
	Strongly Disagree	21	1	0	3	9	7	1
	DK/NA	2	0	0	0	1	1	0
	Total	79	1	4	9	35	29	1

Comparisons of Column Proportions^c

		Age					Not coded (F)
		18-29	30-39	40-49	50-64	65+	
		(A)	(B)	(C)	(D)	(E)	
8A1. The airport is an important component of the area's economy	Strongly Agree	a,,b					a,,b
	Somewhat Agree	a,,b				.b	a,,b
	Strongly Disagree	a,,b	.b	.b			a,,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,,b					a,,b
	Somewhat Agree	a,,b	.b	.b			a,,b
	Strongly Disagree	a,,b		.b			a,,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,,b					a,,b
	Somewhat Agree	a,,b	.b				a,,b
	Somewhat Disagree	a,,b		.b			a,,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,,b	.b				a,,b
	Somewhat Agree	a,,b		.b			a,,b
	Somewhat Disagree	a,,b	.b	.b		.b	a,,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,,b	.b			.b	a,,b
	Somewhat Agree	a,,b		.b			a,,b
	Somewhat Disagree	a,,b		.b			a,,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,,b					a,,b
	Somewhat Agree	a,,b		.b			a,,b
	Somewhat Disagree	a,,b	.b	.b			a,,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,,b	.b				a,,b
	Somewhat Agree	a,,b					a,,b
	Somewhat Disagree	a,,b	.b	.b			a,,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,,b	.b			.b	a,,b
	Somewhat Agree	a,,b					a,,b
	Somewhat Disagree	a,,b	.b	.b			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
8A1. The airport is an important component of the area's economy	Total	79	20	5	4	11	1	2	6
	Strongly Agree	62	19	4	2	7	0	2	5
	Somewhat Agree	15	1	1	0	4	1	0	1
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	20	5	4	11	1	2	6
	Strongly Agree	4	1	0	1	1	0	0	0
	Somewhat Agree	5	1	1	0	0	0	0	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	20	5	4	11	1	2	6
	Strongly Agree	9	2	0	0	1	0	0	2
	Somewhat Disagree	11.4%	10.0%	.0%	.0%	9.1%	.0%	.0%	33.3%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	20	5	4	11	1	2	6
	Strongly Agree	25	3	2	2	3	0	1	1
	Somewhat Agree	31.6%	15.0%	40.0%	50.0%	27.3%	.0%	50.0%	16.7%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	20	5	4	11	1	2	6
	Strongly Agree	26	8	2	1	5	1	0	2
	Somewhat Agree	32.9%	40.0%	40.0%	25.0%	45.5%	100.0%	.0%	33.3%
8C2. The airport should grow to address increasing demands from the community	Total	79	20	5	4	11	1	2	6
	Strongly Agree	33	9	2	3	5	0	0	1
	Somewhat Agree	41.8%	45.0%	40.0%	75.0%	45.5%	.0%	.0%	16.7%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	79	20	5	4	11	1	2	6
	Strongly Agree	33	9	1	0	5	1	2	5
	Somewhat Agree	41.8%	45.0%	20.0%	.0%	45.5%	100.0%	100.0%	83.3%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	79	20	5	4	11	1	2	6
	Strongly Agree	7	2	1	1	0	0	0	0
	Somewhat Disagree	8.9%	10.0%	20.0%	25.0%	.0%	.0%	.0%	.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	20	5	4	11	1	2	6
	Strongly Agree	3	1	0	1	0	0	0	0
	Somewhat Agree	3.8%	5.0%	.0%	25.0%	.0%	.0%	.0%	.0%
8C2. The airport should grow to address increasing demands from the community	Total	79	20	5	4	11	1	2	6
	Strongly Agree	4	0	0	0	1	0	0	1
	Somewhat Agree	5.1%	.0%	.0%	.0%	9.1%	.0%	.0%	16.7%

		Date							
		June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
8A1. The airport is an important component of the area's economy	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	1	5	3	6	3	3	0
	Somewhat Agree	1	0	0	3	1	1	0	1
	Strongly Disagree	0	0	0	0	0	0	0	0
		100.0%	100.0%	100.0%	50.0%	85.7%	75.0%	100.0%	.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	0	0	0	1	0	0	0
	Somewhat Agree	0	0	0	1	0	0	0	1
	Somewhat Disagree	0	0	1	0	2	0	1	0
	Strongly Disagree	1	1	4	5	4	3	2	0
	DK/NA	0	0	0	0	0	1	0	0
		100.0%	100.0%	80.0%	83.3%	57.1%	75.0%	66.7%	.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1	1	5	6	7	4	3	1
	Strongly Agree	1	0	4	2	3	2	1	0
	Somewhat Agree	0	0	0	2	1	1	1	1
	Somewhat Disagree	0	0	1	1	1	0	0	0
	Strongly Disagree	0	1	0	0	0	0	1	0
	DK/NA	0	0	0	1	2	1	0	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	1	3	1	2	2	2	0
	Somewhat Agree	1	0	0	5	2	0	1	1
	Somewhat Disagree	0	0	1	0	2	0	0	0
	Strongly Disagree	0	0	0	0	0	0	0	0
	DK/NA	0	0	1	0	1	2	0	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	0	0	0	0	0	1	0
	Somewhat Agree	0	0	0	0	1	0	1	0
	Somewhat Disagree	0	0	0	2	1	1	0	1
	Strongly Disagree	1	1	5	4	5	3	1	0
8C2. The airport should grow to address increasing demands from the community	Total	1	1	5	6	7	4	3	1
	Strongly Agree	1	1	3	1	2	2	1	0

		Date
		June 13
8A1. The airport is an important component of the area's economy	Total	2
	Strongly Agree	2
	Somewhat Agree	0
	Strongly Disagree	0
		100.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	2
	Strongly Agree	0
	Somewhat Agree	1
	Somewhat Disagree	0
	Strongly Disagree	1
	DK/NA	0
		50.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	2
	Strongly Agree	0
	Somewhat Agree	1
	Somewhat Disagree	0
	Strongly Disagree	1
	DK/NA	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	2
	Strongly Agree	2
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	2
	Strongly Agree	0
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	2
8C2. The airport should grow to address increasing demands from the community	Total	2
	Strongly Agree	1

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	35.0%	60.0%	25.0%	36.4%	.0%	50.0%	16.7%
		29	7	2	1	4	0	1	5
	Somewhat Agree	36.7%	35.0%	40.0%	25.0%	36.4%	.0%	50.0%	83.3%
		8	2	0	0	2	0	0	0
	Somewhat Disagree	10.1%	10.0%	.0%	.0%	18.2%	.0%	.0%	.0%
		7	2	0	2	1	0	0	0
	Strongly Disagree	8.9%	10.0%	.0%	50.0%	9.1%	.0%	0.0%	
		6	2	0	0	0	1	0	0
	DK/NA	7.6%	10.0%	.0%	.0%	.0%	100.0%	.0%	.0%
		79	20	5	4	11	1	2	6
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	18	6	2	1	2	0	1	1
		22.8%	30.0%	40.0%	25.0%	18.2%	.0%	50.0%	16.7%
	Somewhat Agree	24	8	1	1	3	0	0	1
		30.4%	40.0%	20.0%	25.0%	27.3%	.0%	.0%	16.7%
	Somewhat Disagree	24	4	2	1	3	0	1	3
		30.4%	20.0%	40.0%	25.0%	27.3%	.0%	50.0%	50.0%
Strongly Disagree	11	2	0	1	3	1	0	0	
	13.9%	10.0%	.0%	25.0%	27.3%	100.0%	.0%	.0%	
DK/NA	2	0	0	0	0	0	0	1	
	2.5%	.0%	.0%	.0%	.0%	.0%	.0%	16.7%	
	Total	79	20	5	4	11	1	2	6
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	12	2	1	1	2	0	0	1
		15.2%	10.0%	20.0%	25.0%	18.2%	.0%	.0%	16.7%
	Somewhat Agree	29	5	1	0	4	0	1	4
		36.7%	25.0%	20.0%	.0%	36.4%	.0%	50.0%	66.7%
	Somewhat Disagree	15	4	1	3	2	0	0	0
		19.0%	20.0%	20.0%	75.0%	18.2%	.0%	.0%	.0%
Strongly Disagree	21	8	2	0	3	1	1	1	
	26.6%	40.0%	40.0%	.0%	27.3%	100.0%	50.0%	16.7%	
DK/NA	2	1	0	0	0	0	0	0	
	2.5%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date							
		June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	100.0%	100.0%	60.0%	16.7%	28.6%	50.0%	33.3%	.0%
		0	0	1	3	1	1	1	1
	Somewhat Agree	.0%	.0%	20.0%	50.0%	14.3%	25.0%	33.3%	100.0%
		0	0	1	2	1	0	0	0
	Somewhat Disagree	.0%	.0%	20.0%	33.3%	14.3%	.0%	.0%	.0%
		0	0	0	0	1	0	1	0
	Strongly Disagree	.0%	.0%	.0%	.0%	14.3%	.0%	33.3%	.0%
		0	0	0	0	2	1	0	0
	DK/NA	.0%	.0%	.0%	.0%	28.6%	25.0%	.0%	.0%
		1	1	5	6	7	4	3	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0	0	0	1	1	0	1	0
		.0%	.0%	.0%	16.7%	14.3%	.0%	33.3%	.0%
	Somewhat Agree	0	0	2	3	2	1	1	1
		.0%	.0%	40.0%	50.0%	28.6%	25.0%	33.3%	100.0%
	Somewhat Disagree	0	0	3	1	2	3	1	0
		.0%	.0%	60.0%	16.7%	28.6%	75.0%	33.3%	.0%
Strongly Disagree	1	1	0	1	1	0	0	0	
	100.0%	100.0%	.0%	16.7%	14.3%	.0%	.0%	.0%	
DK/NA	0	0	0	0	1	0	0	0	
	.0%	.0%	.0%	.0%	14.3%	.0%	.0%	.0%	
	Total	1	1	5	6	7	4	3	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	1	0	1	1	2	0	0	0
		100.0%	.0%	20.0%	16.7%	28.6%	.0%	.0%	.0%
	Somewhat Agree	0	0	1	4	2	3	1	1
		.0%	.0%	20.0%	66.7%	28.6%	75.0%	33.3%	100.0%
	Somewhat Disagree	0	0	2	1	1	1	0	0
		.0%	.0%	40.0%	16.7%	14.3%	25.0%	.0%	.0%
Strongly Disagree	0	1	0	0	2	0	2	0	
	.0%	100.0%	.0%	.0%	28.6%	.0%	66.7%	.0%	
DK/NA	0	0	1	0	0	0	0	0	
	.0%	.0%	20.0%	.0%	.0%	.0%	.0%	.0%	

		Date
		June 13
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	50.0%
	Somewhat Agree	1 50.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
Total		2
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	2 100.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
Total		2
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	0 .0%
	Somewhat Agree	2 100.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%

Comparisons of Column Proportions^c

		Date							
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
8A1. The airport is an important component of the area's economy	Strongly Agree			.b		a,.b	.b		a,.b
	Somewhat Agree	.b	.b		.b	a,.b	.b	.b	a,.b
	Strongly Disagree		.b			a,.b	.b	.b	a,.b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			.b	.b	a,.b	.b		a,.b
	Somewhat Agree		.b	.b		a,.b	.b		a,.b
	Strongly Disagree	.b	.b	.b	.b	a,.b	.b	.b	a,.b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	DK/NA					a,.b	.b		a,.b
	Strongly Agree					a,.b	.b		a,.b
	Somewhat Agree		.b	.b		a,.b	.b		a,.b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree		.b			a,.b	.b	.b	a,.b
	Strongly Disagree	.b	.b	.b	.b	a,.b	.b	.b	a,.b
	DK/NA	.b	.b	.b	.b	a,.b	.b	.b	a,.b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		.b		.b	a,.b	.b		a,.b
	Somewhat Agree	.b	.b	.b	.b	a,.b	.b		a,.b
	Somewhat Disagree		.b	.b	.b	a,.b	.b		a,.b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree					a,.b			a,.b
	Somewhat Agree		.b	.b		a,.b	.b	.b	a,.b
	Somewhat Disagree		.b	.b	.b	a,.b	.b	.b	a,.b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree				.b	a,.b	.b		a,.b
	DK/NA	.b	.b	.b	.b	a,.b	.b	.b	a,.b
	Strongly Agree					a,.b	.b		a,.b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Agree		.b			a,.b	.b	.b	a,.b
	Somewhat Disagree			.b		a,.b	.b		a,.b
	Strongly Disagree			.b	.b	a,.b	.b	.b	a,.b
	DK/NA		.b	.b	.b	a,.b	.b	.b	a,.b

Comparisons of Column Proportions^c

		Date							
		June 5	June 6	June 7	June 8	June 9	June 10	June 11	June 13
		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b		.b	.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b	.b	a,.b	.b	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b	.b		.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b		a,.b	.b	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,.b	.b				a,.b	.b	
	Somewhat Agree	a,.b	.b		.b	.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b		a,.b	.b	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b	.b		.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b	.b	a,.b	.b	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,.b	.b	.b	.b		a,.b	.b	
	Somewhat Agree	a,.b	.b	.b		.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b		a,.b	.b	
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b	.b		.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b	.b	a,.b	.b	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b			.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b	.b	a,.b	.b	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,.b	.b			.b	a,.b	.b	
	Somewhat Agree	a,.b	.b	.b		.b	a,.b	.b	
	Strongly Disagree	a,.b	.b	.b	.b	.b	a,.b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
8A1. The airport is an important component of the area's economy	Total	79	3	76
	Strongly Agree	62	3	59
	Somewhat Agree	15	0	15
	Strongly Disagree	2	0	2
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	3	76
	Strongly Agree	4	0	4
	Somewhat Agree	5	0	5
	Strongly Disagree	59	3	56
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	3	76
	Strongly Agree	25	0	25
	Somewhat Agree	26	0	26
	Strongly Disagree	9	0	9
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	3	76
	Strongly Agree	33	3	30
	Somewhat Agree	33	0	33
	Strongly Disagree	7	0	7
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	3	76
	Strongly Agree	3	0	3
	Somewhat Agree	4	0	4
	Strongly Disagree	63	2	61
8C2. The airport should grow to address increasing demands from the community	Total	79	3	76
	Strongly Agree	29	2	27

		Rent/Own		
		Total	Rent	Own
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	66.7%	35.5%
		29	1	28
	Somewhat Agree	36.7%	33.3%	36.8%
		8	0	8
	Somewhat Disagree	10.1%	.0%	10.5%
		7	0	7
Strongly Disagree		8.9%	.0%	9.2%
		6	0	6
DK/NA	7.6%	.0%	7.9%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	79	3	76
	Strongly Agree	18	1	17
		22.8%	33.3%	22.4%
	Somewhat Agree	24	1	23
		30.4%	33.3%	30.3%
	Somewhat Disagree	24	1	23
		30.4%	33.3%	30.3%
Strongly Disagree	11	0	11	
	13.9%	.0%	14.5%	
DK/NA	2	0	2	
	2.5%	.0%	2.6%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	79	3	76
	Strongly Agree	12	0	12
		15.2%	.0%	15.8%
	Somewhat Agree	29	0	29
		36.7%	.0%	38.2%
	Somewhat Disagree	15	2	13
		19.0%	66.7%	17.1%
Strongly Disagree	21	1	20	
	26.6%	33.3%	26.3%	
DK/NA	2	0	2	
	2.5%	.0%	2.6%	

^b
Comparisons of Column Proportions

		Rent/Own	
		Rent (A)	Own (B)
8A1. The airport is an important component of the area's economy	Strongly Agree	a	
	Somewhat Agree	a	
	Strongly Disagree	a	
	Strongly Agree	a	
	Somewhat Agree	a	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
	Strongly Agree	a	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	B	
	Strongly Agree	a	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
	Strongly Agree	a	
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a	
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	Strongly Agree	a	
8C2. The airport should grow to address increasing demands from the community	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
	Strongly Agree	a	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
	Strongly Agree	a	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a	
	Somewhat Agree	a	
	Somewhat Disagree	B	
	Strongly Disagree	a	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	76	59	16	1
	Strongly Agree	59 77.6%	43 72.9%	15 93.8%	1 100.0%
	Somewhat Agree	15 19.7%	14 23.7%	1 6.3%	0 .0%
	Strongly Disagree	2 2.6%	2 3.4%	0 .0%	0 .0%
	DK/NA	0 0.0%	0 0.0%	0 0.0%	0 0.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	76	59	16	1
	Strongly Agree	4 5.3%	4 6.8%	0 .0%	0 .0%
	Somewhat Agree	5 6.6%	5 8.5%	0 .0%	0 .0%
	Somewhat Disagree	9 11.8%	9 15.3%	0 .0%	0 .0%
	Strongly Disagree	56 73.7%	39 66.1%	16 100.0%	1 100.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	76	59	16	1
	Strongly Agree	25 32.9%	19 32.2%	6 37.5%	0 .0%
	Somewhat Agree	26 34.2%	20 33.9%	5 31.3%	1 100.0%
	Somewhat Disagree	9 11.8%	8 13.6%	1 6.3%	0 .0%
	Strongly Disagree	10 13.2%	6 10.2%	4 25.0%	0 .0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	76	59	16	1
	Strongly Agree	30 39.5%	21 35.6%	8 50.0%	1 100.0%
	Somewhat Agree	33 43.4%	28 47.5%	5 31.3%	0 .0%
	Somewhat Disagree	7 9.2%	4 6.8%	3 18.8%	0 .0%
	Strongly Disagree	1 1.3%	1 1.7%	0 .0%	0 .0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	76	59	16	1
	Strongly Agree	3 3.9%	3 5.1%	0 .0%	0 .0%
	Somewhat Agree	4 5.3%	4 6.8%	0 .0%	0 .0%
	Somewhat Disagree	8 10.5%	7 11.9%	1 6.3%	0 .0%
	Strongly Disagree	61 80.3%	45 76.3%	15 93.8%	1 100.0%
8C2. The airport should grow to address increasing demands from the community	Total	76	59	16	1
	Strongly Agree	27	21	6	0

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	35.5%	35.6%	37.5%	.0%
	Somewhat Agree	28 36.8%	21 35.6%	6 37.5%	1 100.0%
	Somewhat Disagree	8 10.5%	7 11.9%	1 6.3%	0 .0%
	Strongly Disagree	7 9.2%	5 8.5%	2 12.5%	0 .0%
	DK/NA	6 7.9%	5 8.5%	1 6.3%	0 .0%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	76	59	16	1
	Strongly Agree	17 22.4%	13 22.0%	4 25.0%	0 .0%
	Somewhat Agree	23 30.3%	17 28.8%	6 37.5%	0 .0%
	Somewhat Disagree	23 30.3%	19 32.2%	3 18.8%	1 100.0%
	Strongly Disagree	11 14.5%	8 13.6%	3 18.8%	0 .0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	76	59	16	1
	Strongly Agree	12 15.8%	9 15.3%	3 18.8%	0 .0%
	Somewhat Agree	29 38.2%	24 40.7%	4 25.0%	1 100.0%
	Somewhat Disagree	13 17.1%	10 16.9%	3 18.8%	0 .0%
	Strongly Disagree	20 26.3%	14 23.7%	6 37.5%	0 .0%
DK/NA	2 2.6%	2 3.4%	0 .0%	0 .0%	

Comparisons of Column Proportions

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	Strongly Agree		a,b	a,b
	Somewhat Agree			a,b
	Strongly Disagree	.b		a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		.b	a,b
	Somewhat Agree		.b	a,b
	Strongly Disagree	.b		a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree			a,b
	Somewhat Agree			a,b
	Strongly Disagree		.b	a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			a,b
	Somewhat Agree			a,b
	Strongly Disagree		.b	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree		.b	a,b
	Somewhat Agree			a,b
	Strongly Disagree			a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree			a,b
	Somewhat Agree			a,b
	Strongly Disagree			a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree			a,b
	Somewhat Agree			a,b
	Strongly Disagree		.b	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			a,b
	Somewhat Agree			a,b
	Strongly Disagree		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
8A1. The airport is an important component of the area's economy	Total	79	1	68	1	4
	Strongly Agree	62	1	53	1	3
	Somewhat Agree	15	0	14	0	1
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	1	68	1	4
	Strongly Agree	4	0	3	0	0
	Somewhat Agree	5	0	5	0	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	1	68	1	4
	Strongly Agree	25	1	21	0	2
	Somewhat Agree	9	0	7	0	1
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	1	68	1	4
	Strongly Agree	33	1	27	1	1
	Somewhat Agree	33	0	32	0	1
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	1	68	1	4
	Strongly Agree	3	0	2	0	0
	Somewhat Agree	4	0	4	0	0
8C2. The airport should grow to address increasing demands from the community	Total	79	1	68	1	4
	Strongly Agree	9	0	8	1	0
	Somewhat Agree	9	0	8	1	0
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	79	1	68	1	4
	Strongly Agree	63	1	54	0	4
	Strongly Disagree	63	1	54	0	4

		Ethnic Group
		DK/NA
8A1. The airport is an important component of the area's economy	Total	5
	Strongly Agree	4 80.0%
	Somewhat Agree	0 .0%
	Strongly Disagree	1 20.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	4 80.0%
DK/NA	0 .0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	1 20.0%
	Strongly Disagree	2 40.0%
DK/NA	0 .0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	5
	Strongly Agree	3 60.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	1 20.0%
	Strongly Disagree	0 .0%
DK/NA	1 20.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
Strongly Disagree	4 80.0%	

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
8C2. The airport should grow to address increasing demands from the community	Total	79	1	68	1	4
	Strongly Agree	29 36.7%	1 100.0%	23 33.8%	0 .0%	2 50.0%
	Somewhat Agree	29 36.7%	0 .0%	28 41.2%	0 .0%	0 .0%
	Somewhat Disagree	8 10.1%	0 .0%	8 11.8%	0 .0%	0 .0%
	Strongly Disagree	7 8.9%	0 .0%	5 7.4%	1 100.0%	0 .0%
DK/NA	6 7.6%	0 .0%	4 5.9%	0 .0%	2 50.0%	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	79	1	68	1	4
	Strongly Agree	18 22.8%	0 .0%	16 23.5%	0 .0%	0 .0%
	Somewhat Agree	24 30.4%	0 .0%	22 32.4%	0 .0%	1 25.0%
	Somewhat Disagree	24 30.4%	1 100.0%	21 30.9%	0 .0%	1 25.0%
	Strongly Disagree	11 13.9%	0 .0%	8 11.8%	1 100.0%	1 25.0%
DK/NA	2 2.5%	0 .0%	1 1.5%	0 .0%	1 25.0%	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	79	1	68	1	4
	Strongly Agree	12 15.2%	1 100.0%	8 11.8%	1 100.0%	1 25.0%
	Somewhat Agree	29 36.7%	0 .0%	27 39.7%	0 .0%	1 25.0%
	Somewhat Disagree	15 19.0%	0 .0%	14 20.6%	0 .0%	0 .0%
	Strongly Disagree	21 26.6%	0 .0%	18 26.5%	0 .0%	1 25.0%
DK/NA	2 2.5%	0 .0%	1 1.5%	0 .0%	1 25.0%	

		Ethnic Group
		DK/NA
8C2. The airport should grow to address increasing demands from the community	Total	5
	Strongly Agree	3 60.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 20.0%
	DK/NA	0 .0%
	Total	5
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	2 40.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	1 20.0%
	Strongly Disagree	1 20.0%
	DK/NA	0 .0%
	Total	5
	Strongly Agree	1 20.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Agree	1 20.0%
	Somewhat Disagree	1 20.0%
	Strongly Disagree	2 40.0%
	DK/NA	0 .0%
	Total	5

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,,b		a,,b		
	Somewhat Agree	a,,b		a,,b		.b
	Strongly Disagree	a,,b		a,,b		B
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,,b		a,,b	.b	.b
	Somewhat Agree	a,,b		a,,b	.b	.b
	Somewhat Disagree	a,,b		a,,b	.b	.b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	a,,b		a,,b	.b	.b
	DK/NA	a,,b		a,,b	.b	.b
	Strongly Agree	a,,b		a,,b	.b	.b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	a,,b		a,,b	.b	.b
	Somewhat Disagree	a,,b		a,,b	.b	.b
	Strongly Disagree	a,,b		a,,b	.b	.b
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	a,,b		a,,b	B	.b
	Strongly Agree	a,,b		a,,b	.b	.b
	Somewhat Agree	a,,b		a,,b	.b	.b
8C2. The airport should grow to address increasing demands from the community	Somewhat Disagree	a,,b		a,,b	.b	.b
	Strongly Disagree	a,,b		a,,b	.b	.b
	DK/NA	a,,b		a,,b	B	.b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,,b		a,,b	.b	.b
	Somewhat Agree	a,,b		a,,b	.b	.b
	Somewhat Disagree	a,,b		a,,b	.b	.b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	a,,b		a,,b	B	.b
	DK/NA	a,,b		a,,b	.b	.b
	Strongly Agree	a,,b		a,,b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
8A1. The airport is an important component of the area's economy	Total	51	11	8	23	6
	Strongly Agree	47	11	8	21	5
	Somewhat Agree	92.2%	100.0%	100.0%	91.3%	83.3%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	51	11	8	23	6
	Strongly Agree	1	1	0	0	0
	Somewhat Disagree	5	1	1	3	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	51	11	8	23	6
	Strongly Agree	16	4	1	8	2
	Somewhat Agree	31.4%	36.4%	12.5%	34.8%	33.3%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	51	11	8	23	6
	Strongly Agree	27	4	5	14	3
	Somewhat Agree	52.9%	36.4%	62.5%	60.9%	50.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	51	11	8	23	6
	Strongly Agree	2	1	0	1	0
	Somewhat Agree	3.9%	9.1%	.0%	4.3%	.0%
8C2. The airport should grow to address increasing demands from the community	Total	51	11	8	23	6
	Strongly Agree	20	6	3	4	5

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	1	2
	Strongly Agree	1	1
	Somewhat Agree	100.0%	50.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1	2
	Strongly Agree	0	0
	Somewhat Disagree	.0%	.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1	2
	Strongly Agree	0	1
	Somewhat Agree	.0%	50.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1	2
	Strongly Agree	0	0
	Somewhat Agree	100.0%	50.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1	2
	Strongly Agree	0	0
	Somewhat Agree	.0%	.0%
8C2. The airport should grow to address increasing demands from the community	Total	1	2
	Strongly Agree	0	0
	Somewhat Agree	.0%	.0%

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	39.2%	54.5%	37.5%	17.4%	83.3%
		21	4	4	11	1
	Somewhat Agree	41.2%	36.4%	50.0%	47.8%	16.7%
		4	0	1	3	0
	Somewhat Disagree	7.8%	.0%	12.5%	13.0%	.0%
		4	1	0	3	0
	Strongly Disagree	7.8%	9.1%	.0%	13.0%	.0%
		2	0	0	2	0
	DK/NA	3.9%	.0%	.0%	8.7%	.0%
	Total	51	11	8	23	6
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	27.5%	45.5%	25.0%	17.4%	16.7%
		14	5	2	4	1
	Somewhat Agree	33.3%	18.2%	50.0%	34.8%	50.0%
		17	2	4	8	3
	Somewhat Disagree	27.5%	27.3%	25.0%	30.4%	16.7%
		14	3	2	7	1
	Strongly Disagree	9.8%	9.1%	.0%	13.0%	16.7%
		5	1	0	3	1
	DK/NA	2.0%	.0%	.0%	4.3%	.0%
		1	0	0	1	0
	Total	51	11	8	23	6
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	9.8%	9.1%	.0%	13.0%	16.7%
		5	1	0	3	1
	Somewhat Agree	29.4%	9.1%	37.5%	39.1%	16.7%
		15	1	3	9	1
	Somewhat Disagree	23.5%	27.3%	.0%	26.1%	50.0%
		12	3	0	6	3
	Strongly Disagree	33.3%	45.5%	62.5%	21.7%	16.7%
		17	5	5	5	1
	DK/NA	3.9%	9.1%	.0%	.0%	.0%
		2	1	0	0	0

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	100.0%	50.0%
		0	1
	Somewhat Agree	.0%	50.0%
		0	0
	Somewhat Disagree	.0%	.0%
		0	0
	Strongly Disagree	.0%	.0%
		0	0
	DK/NA	.0%	.0%
		0	0
	Total	1	2
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	100.0%	50.0%
		1	1
	Somewhat Agree	.0%	.0%
		0	0
	Somewhat Disagree	.0%	50.0%
		0	1
	Strongly Disagree	.0%	.0%
		0	0
	DK/NA	.0%	.0%
		0	0
	Total	1	2
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	.0%	.0%
		0	0
	Somewhat Agree	.0%	50.0%
		0	1
	Somewhat Disagree	.0%	.0%
		0	0
	Strongly Disagree	100.0%	.0%
		1	0
	DK/NA	.0%	50.0%
		0	1

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree	a	a		
	Somewhat Agree	a	a		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree		a	a	a
	Somewhat Disagree				a
	Strongly Disagree				a
	Strongly Agree				a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree				a
	Somewhat Disagree				
	Strongly Disagree		a		
	DK/NA				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree				a
	Somewhat Disagree		a		a
	Strongly Disagree	a	a		a
	DK/NA		a	a	a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a	a		
	Somewhat Agree	a			
	Somewhat Disagree				
	Strongly Disagree				C
8C2. The airport should grow to address increasing demands from the community	Somewhat Agree	a			a
	Somewhat Disagree		a		a
	Strongly Disagree	a	a		a
	DK/NA				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree				a
	Somewhat Agree				
	Somewhat Disagree		a		
	Strongly Disagree	a	a		a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA				
	Strongly Agree				
	Somewhat Agree		a		
	Somewhat Disagree			a	
	Strongly Disagree			a	a
	DK/NA		a		

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b	
	Somewhat Agree	a,b	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	Strongly Agree	a,b	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	a,b	
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	DK/NA	a,b	a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,b	a
	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	a,b	a
	Strongly Agree	a,b	a
	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
8C2. The airport should grow to address increasing demands from the community	Strongly Disagree	a,b	
	Strongly Agree	a,b	
	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	a,b	a
	DK/NA	a,b	a
	Strongly Agree	a,b	
	Somewhat Agree	a,b	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	DK/NA	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
8A1. The airport is an important component of the area's economy	Total	51	36	5	10	2
	Strongly Agree	47	34	4	9	2
	Somewhat Agree	4	2	1	1	0
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	51	36	5	10	2
	Strongly Agree	1	1	0	1	0
	Somewhat Disagree	5	4	1	1	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	51	36	5	10	2
	Strongly Agree	16	12	2	2	1
	Somewhat Agree	16	10	3	4	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	51	36	5	10	2
	Strongly Agree	27	19	4	7	0
	Somewhat Agree	17	10	1	3	2
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	51	36	5	10	2
	Strongly Agree	2	2	0	1	0
	Somewhat Agree	2	2	1	0	0
8C2. The airport should grow to address increasing demands from the community	Total	51	36	5	10	2
	Strongly Agree	20	13	2	2	2

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
8A1. The airport is an important component of the area's economy	Total	1	4	1
	Strongly Agree	1	4	0
	Somewhat Agree	0	0	1
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1	4	1
	Strongly Agree	0	0	0
	Somewhat Disagree	0	0	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1	4	1
	Strongly Agree	0	2	0
	Somewhat Agree	1	1	1
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1	4	1
	Strongly Agree	0	2	0
	Somewhat Agree	1	1	1
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1	4	1
	Strongly Agree	0	0	0
	Somewhat Agree	0	0	0
8C2. The airport should grow to address increasing demands from the community	Total	1	4	1
	Strongly Agree	0	3	0

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	39.2%	36.1%	40.0%	20.0%	100.0%
		21	15	2	5	0
	Somewhat Agree	41.2%	41.7%	40.0%	50.0%	.0%
		4	3	1	0	0
	Somewhat Disagree	7.8%	8.3%	20.0%	.0%	.0%
		4	4	0	2	0
	Strongly Disagree	7.8%	11.1%	.0%	20.0%	.0%
		2	1	0	1	0
	DK/NA	3.9%	2.8%	.0%	10.0%	.0%
	Total	51	36	5	10	2
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	14	11	1	1	1
		27.5%	30.6%	20.0%	10.0%	50.0%
	Somewhat Agree	17	9	0	7	0
		33.3%	25.0%	.0%	70.0%	.0%
	Somewhat Disagree	14	10	4	1	1
		27.5%	27.8%	80.0%	10.0%	50.0%
	Strongly Disagree	5	5	0	1	0
		9.8%	13.9%	.0%	10.0%	.0%
	DK/NA	1	1	0	0	0
		2.0%	2.8%	.0%	.0%	.0%
	Total	51	36	5	10	2
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	5	5	0	1	0
		9.8%	13.9%	.0%	10.0%	.0%
	Somewhat Agree	15	9	3	3	1
		29.4%	25.0%	60.0%	30.0%	50.0%
	Somewhat Disagree	12	6	0	5	0
		23.5%	16.7%	.0%	50.0%	.0%
	Strongly Disagree	17	15	2	1	1
		33.3%	41.7%	40.0%	10.0%	50.0%
	DK/NA	2	1	0	0	0
		3.9%	2.8%	.0%	.0%	.0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.0%	75.0%	.0%
		1	0	1
	Somewhat Agree	100.0%	.0%	100.0%
		0	0	0
	Somewhat Disagree	.0%	.0%	.0%
		0	0	0
	Strongly Disagree	.0%	.0%	.0%
		0	1	0
	DK/NA	.0%	25.0%	.0%
	Total	1	4	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0	2	0
		.0%	50.0%	.0%
	Somewhat Agree	1	2	0
		100.0%	50.0%	.0%
	Somewhat Disagree	0	0	1
		.0%	.0%	100.0%
	Strongly Disagree	0	0	0
		.0%	.0%	.0%
	DK/NA	0	0	0
		.0%	.0%	.0%
	Total	1	4	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	0	0	0
		.0%	.0%	.0%
	Somewhat Agree	0	1	1
		.0%	25.0%	100.0%
	Somewhat Disagree	1	1	0
		100.0%	25.0%	.0%
	Strongly Disagree	0	1	0
		.0%	25.0%	.0%
	DK/NA	0	1	0
		.0%	25.0%	.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted				
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds
		(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	Strongly Agree				a	a,b
	Somewhat Agree				a	a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a			a	a,b
	Somewhat Disagree				a	a,b
	Strongly Disagree				a	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree				a	a,b
	Somewhat Agree				a	a,b
	Somewhat Disagree	a			a	a,b
	Strongly Disagree	a			a	a,b
DK/NA	DK/NA		a		a	a,b
	Strongly Agree				a	a,b
	Strongly Disagree				a	a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree				a	a,b
	Somewhat Disagree	a	a		a	a,b
	Strongly Disagree	a	a		a	a,b
	DK/NA	a	a		a	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree			a	a	a,b
	Somewhat Agree			a	a	a,b
	Somewhat Disagree	a			a	a,b
	Strongly Disagree				a	a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree				a	a,b
	Somewhat Agree		a		a	a,b
	Somewhat Disagree				a	a,b
	Strongly Disagree	a			a	a,b
DK/NA	DK/NA	a			a	a,b
	Strongly Agree				a	a,b
	Somewhat Agree	a	A		a	a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Disagree				a	a,b
	Somewhat Disagree	C			a	a,b
	Strongly Disagree	a			a	a,b
DK/NA	DK/NA		a		a	a,b
	Strongly Agree	a			a	a,b
	Somewhat Agree				a	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree	a			a	a,b
	Strongly Disagree				a	a,b
	DK/NA	a	a		a	a,b

Comparisons of Column Proportions^c

		Types of Aircraft Piloted	
		Other	DK/NA
		(F)	(G)
8A1. The airport is an important component of the area's economy	Strongly Agree	a	a,b
	Somewhat Agree	a	a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a	a,b
	Somewhat Disagree	a	a,b
	Strongly Disagree	a	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree		a,b
	Somewhat Agree		a,b
	Somewhat Disagree	a	a,b
	Strongly Disagree	a	a,b
DK/NA	DK/NA		a,b
	Strongly Agree		a,b
	Strongly Disagree		a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree		a,b
	Somewhat Disagree		a,b
	Strongly Disagree	a	a,b
DK/NA	DK/NA	a	a,b
	Strongly Agree	a	a,b
	Strongly Disagree		a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a	a,b
	Somewhat Agree		a,b
	Somewhat Disagree		a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Disagree		a,b
	Strongly Agree	a	a,b
	Somewhat Agree	a	a,b
	Somewhat Disagree	a	a,b
DK/NA	DK/NA		a,b
	Strongly Agree		a,b
	Somewhat Agree		a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Disagree	a	a,b
	Somewhat Disagree	a	a,b
	Strongly Disagree	a	a,b
DK/NA	DK/NA		a,b
	Strongly Agree	a	a,b
	Somewhat Agree		a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree		a,b
	Strongly Disagree		a,b
	DK/NA	A	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	Total	79	27	46	2	4
	Strongly Agree	62	24	34	1	3
	Somewhat Agree	15	3	11	0	1
	Strongly Disagree	2	0	1	1	0
		78.5%	88.9%	73.9%	50.0%	75.0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	27	46	2	4
	Strongly Agree	4	1	1	1	1
	Somewhat Agree	5	1	3	0	1
	Strongly Disagree	9	4	5	0	0
		5.1%	3.7%	2.2%	50.0%	25.0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	27	46	2	4
	Strongly Agree	25	6	16	0	3
	Somewhat Agree	26	8	17	0	1
	Strongly Disagree	9	4	5	0	0
		31.6%	22.2%	34.8%	.0%	75.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	27	46	2	4
	Strongly Agree	33	13	17	1	2
	Somewhat Agree	33	10	21	1	1
	Strongly Disagree	7	2	5	0	0
		41.8%	48.1%	37.0%	50.0%	50.0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	27	46	2	4
	Strongly Agree	3	2	0	1	0
	Somewhat Agree	4	0	3	0	1
	Strongly Disagree	9	4	5	0	0
		3.8%	7.4%	.0%	50.0%	.0%
8C2. The airport should grow to address increasing demands from the community	Total	79	27	46	2	4
	Strongly Agree	29	9	17	0	3

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	33.3%	37.0%	.0%	75.0%
	Somewhat Agree	29	10	18	1	0
	Somewhat Disagree	8	3	5	0	0
	Strongly Disagree	7	3	2	1	1
		10.1%	11.1%	10.9%	.0%	.0%
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA	6	2	4	0	0
	Total	79	27	46	2	4
	Strongly Agree	18	9	8	0	1
	Somewhat Agree	24	9	15	0	0
	Somewhat Disagree	24	7	14	0	3
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	11	2	7	2	0
	DK/NA	2	0	2	0	0
	Total	79	27	46	2	4
	Strongly Agree	12	3	6	2	1
	Somewhat Agree	29	4	23	0	2
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree	15	7	8	0	0
	Strongly Disagree	21	13	8	0	0
	DK/NA	2	0	1	0	1
	Total	79	27	46	2	4
		2.5%	.0%	2.2%	.0%	25.0%

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree			a	
	Somewhat Agree	a			a
	Strongly Disagree			B	
	DK/NA			B	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			a	
	Somewhat Agree			a	a
	Strongly Disagree			a	
	DK/NA			a	a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree			a	a
	Strongly Disagree			a	a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree		a		a
	DK/NA		a		a
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a			
	Somewhat Agree			a	a
	Somewhat Disagree			a	a
	Strongly Disagree			a	a
8C2. The airport should grow to address increasing demands from the community	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree			a	a
	DK/NA			a	a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree			a	a
	DK/NA	a		a	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree			a	
	Somewhat Agree		A		a
	Somewhat Disagree			a	a
	DK/NA	B		a	B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	79	2	5	8	63
	Strongly Agree	62	1	2	5	53
	Somewhat Agree	15	0	3	3	9
	Strongly Disagree	2	1	0	0	1
	DK/NA	2.5%	50.0%	.0%	.0%	1.6%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	2	5	8	63
	Strongly Agree	4	2	1	0	1
	Somewhat Agree	5	0	4	0	0
	Somewhat Disagree	9	0	0	3	6
	Strongly Disagree	59	0	0	5	54
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	2	5	8	63
	Strongly Agree	25	0	0	3	21
	Somewhat Agree	9	0	1	1	7
	Somewhat Disagree	11.4%	.0%	20.0%	12.5%	11.1%
	Strongly Disagree	11	1	0	0	10
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	2	5	8	63
	Strongly Agree	33	2	2	2	26
	Somewhat Agree	33	0	3	4	26
	Somewhat Disagree	7	0	0	2	5
	DK/NA	8.9%	.0%	.0%	25.0%	7.9%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	2	5	8	63
	Strongly Agree	3	2	0	0	1
	Somewhat Agree	4	0	1	1	2
	Somewhat Disagree	9	0	3	3	3
	Strongly Disagree	11.4%	.0%	60.0%	37.5%	4.8%
8C2. The airport should grow to address increasing demands from the community	Total	79	2	5	8	63
	Strongly Agree	29	0	0	1	27
	Somewhat Disagree	63	0	1	4	57
	DK/NA	79.7%	.0%	20.0%	50.0%	90.5%

		Reduce Number of Flights
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	1
	Strongly Agree	100.0%
	Somewhat Agree	0
	Strongly Disagree	0
	DK/NA	0
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1
	Strongly Agree	0
	Somewhat Agree	100.0%
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	0
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1
	Strongly Agree	100.0%
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1
	Strongly Agree	100.0%
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1
	Strongly Agree	0
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	1
8C2. The airport should grow to address increasing demands from the community	Total	1
	Strongly Agree	1

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	.0%	.0%	12.5%	42.9%
		29	0	2	5	22
	Somewhat Agree	36.7%	.0%	40.0%	62.5%	34.9%
		8	0	2	1	5
	Somewhat Disagree	10.1%	.0%	40.0%	12.5%	7.9%
		7	2	1	1	3
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	8.9%	100.0%	20.0%	12.5%	4.8%
		6	0	0	0	6
	DK/NA	7.6%	.0%	.0%	.0%	9.5%
		79	2	5	8	63
	Total	18	1	1	1	15
	Strongly Agree	22.8%	50.0%	20.0%	12.5%	23.8%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		24	0	3	3	18
	Somewhat Agree	30.4%	.0%	60.0%	37.5%	28.6%
		24	0	1	3	19
	Somewhat Disagree	30.4%	.0%	20.0%	37.5%	30.2%
		11	1	0	1	9
	Strongly Disagree	13.9%	50.0%	.0%	12.5%	14.3%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		2	0	0	0	2
	DK/NA	2.5%	.0%	.0%	.0%	3.2%
		79	2	5	8	63
	Total	12	1	0	2	8
	Strongly Agree	15.2%	50.0%	.0%	25.0%	12.7%
		29	0	4	4	21
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Agree	36.7%	.0%	80.0%	50.0%	33.3%
		15	0	0	2	13
	Somewhat Disagree	19.0%	.0%	.0%	25.0%	20.6%
		21	1	1	0	19
	Strongly Disagree	26.6%	50.0%	20.0%	.0%	30.2%
		2	0	0	0	2
DK/NA	2.5%	.0%	.0%	.0%	3.2%	

		Reduce Number of Flights
		Not sure/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	100.0%
	Somewhat Agree	0
	Somewhat Disagree	.0%
	Strongly Disagree	0
	DK/NA	.0%
	Total	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0
	Somewhat Agree	.0%
	Somewhat Disagree	0
	Strongly Disagree	1
	DK/NA	100.0%
	Total	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	1
	Somewhat Agree	100.0%
	Somewhat Disagree	0
	Strongly Disagree	.0%
	DK/NA	0
	Total	0

Comparisons of Column Proportions ^c

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree	.b	D		
	Somewhat Agree	.b	.b		
	Strongly Disagree	D			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	.b	D		
	Somewhat Agree	.b		.b	.b
	Somewhat Disagree	.b	.b	D	
	Strongly Disagree	.b	.b	.b	
	DK/NA	.b	.b		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	.b			
	Somewhat Agree	.b			
	Somewhat Disagree	.b		.b	
	Strongly Disagree	.b	.b	.b	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	DK/NA	.b		.b	
	Strongly Agree	.b			
	Somewhat Agree	.b	.b		
	Somewhat Disagree	.b	.b	.b	
	Strongly Disagree	.b	.b	.b	
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	.b		.b	
	Strongly Agree	.b			
	Somewhat Agree	.b	D	D	
	Somewhat Disagree	.b			B C
8C2. The airport should grow to address increasing demands from the community	Strongly Disagree	.b			
	Strongly Agree	.b	.b		
	Somewhat Agree	.b			
	Somewhat Disagree	.b			
	Strongly Disagree	.b	.b	.b	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	DK/NA	.b		.b	
	Strongly Agree	.b			
	Somewhat Agree	.b			
	Somewhat Disagree	.b		.b	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA	.b		.b	
	Strongly Agree	.b			
	Somewhat Agree	.b	.b		
	Somewhat Disagree	.b		.b	

Comparisons of Column Proportions ^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b
	Somewhat Agree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	79	11	27	22	14
	Strongly Agree	62	10	18	18	12
	Somewhat Agree	78.5%	90.9%	66.7%	81.8%	85.7%
	Strongly Disagree	15	0	9	4	1
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	11	27	22	14
	Strongly Agree	4	1	1	1	1
	Somewhat Agree	5.1%	9.1%	3.7%	4.5%	7.1%
	Strongly Disagree	2	1	0	0	1
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	11	27	22	14
	Strongly Agree	5	0	2	2	0
	Somewhat Agree	6.3%	.0%	7.4%	9.1%	.0%
	Strongly Disagree	9	2	4	3	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	11	27	22	14
	Strongly Agree	25	6	9	5	2
	Somewhat Agree	31.6%	54.5%	33.3%	22.7%	14.3%
	Strongly Disagree	11	0	4	0	7
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	11	27	22	14
	Strongly Agree	33	5	8	11	8
	Somewhat Agree	41.8%	45.5%	29.6%	50.0%	57.1%
	Strongly Disagree	7	2	3	1	1
8C2. The airport should grow to address increasing demands from the community	Total	79	11	27	22	14
	Strongly Agree	33	4	14	9	5
	Somewhat Agree	41.8%	36.4%	51.9%	40.9%	35.7%
	Strongly Disagree	1	0	1	0	0
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Total	79	11	27	22	14
	Strongly Agree	3	1	1	0	1
	Somewhat Agree	3.8%	9.1%	3.7%	.0%	7.1%
	Strongly Disagree	4	0	2	2	0
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Total	79	11	27	22	14
	Strongly Agree	9	0	6	3	0
	Somewhat Agree	11.4%	.0%	22.2%	13.6%	.0%
	Strongly Disagree	63	10	18	17	13
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	11	27	22	14
	Strongly Agree	29	4	5	8	10

		Remain the Way it Is
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	5
	Strongly Agree	4 80.0%
	Somewhat Agree	1 20.0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	5
	Strongly Agree	0 .0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	3 60.0%
DK/NA	1 20.0%	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	5
	Strongly Agree	3 60.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
DK/NA	1 20.0%	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
DK/NA	3 60.0%	
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	5
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
Strongly Disagree	5 100.0%	
8C2. The airport should grow to address increasing demands from the community	Total	5
	Strongly Agree	2

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	36.4%	18.5%	36.4%	71.4%
	Somewhat Agree	29 36.7%	4 36.4%	14 51.9%	7 31.8%	3 21.4%
	Somewhat Disagree	8 10.1%	0 .0%	4 14.8%	4 18.2%	0 .0%
	Strongly Disagree	7 8.9%	2 18.2%	3 11.1%	1 4.5%	1 7.1%
	DK/NA	6 7.6%	1 9.1%	1 3.7%	2 9.1%	0 .0%
	Total	79	11	27	22	14
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	18 22.8%	6 54.5%	4 14.8%	3 13.6%	5 35.7%
	Somewhat Agree	24 30.4%	2 18.2%	12 44.4%	8 36.4%	1 7.1%
	Somewhat Disagree	24 30.4%	3 27.3%	7 25.9%	9 40.9%	2 14.3%
	Strongly Disagree	11 13.9%	0 .0%	3 11.1%	2 9.1%	6 42.9%
	DK/NA	2 2.5%	0 .0%	1 3.7%	0 .0%	0 .0%
	Total	79	11	27	22	14
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	12 15.2%	1 9.1%	2 7.4%	3 13.6%	5 35.7%
	Somewhat Agree	29 36.7%	1 9.1%	13 48.1%	9 40.9%	2 14.3%
	Somewhat Disagree	15 19.0%	3 27.3%	5 18.5%	5 22.7%	2 14.3%
	Strongly Disagree	21 26.6%	5 45.5%	7 25.9%	4 18.2%	5 35.7%
	DK/NA	2 2.5%	1 9.1%	0 .0%	1 4.5%	0 .0%
	Total	79	11	27	22	14

		Remain the Way it Is
		Not sure/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	40.0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	2 40.0%
Total		5
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	0 .0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	3 60.0%
	Strongly Disagree	0 .0%
	DK/NA	1 20.0%
Total		5
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	1 20.0%
	Somewhat Agree	4 80.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%

Comparisons of Column Proportions ^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree				
	Somewhat Agree	a			
	Strongly Disagree	.	a	a	
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a			a
	Somewhat Agree	.			a
	Somewhat Disagree	.			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Disagree	a	a		a
	DK/NA	.	.		.
	Strongly Agree	.	.		.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	.			.
	Somewhat Disagree	a		a	a
	Strongly Disagree	.			a
8C1. The airport should reduce operations and scale back its programs and capabilities	DK/NA	.		a	.
	Strongly Agree	a			a
	Somewhat Agree	a			a
8C2. The airport should grow to address increasing demands from the community	Strongly Disagree	.			B
	Strongly Agree	.			.
	Somewhat Agree	a			a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Disagree	.			.
	Strongly Disagree	a			a
	DK/NA	a		a	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	.			.
	Somewhat Agree	.			.
	Somewhat Disagree	.			.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree	.			.
	Strongly Agree	.			.
	DK/NA	.	a		a

Comparisons of Column Proportions ^b

		Remain the Way it is
		Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	.
	Somewhat Agree	a
	Strongly Disagree	.
	Strongly Agree	a
	Strongly Disagree	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Somewhat Agree	a
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Agree	a
	Somewhat Disagree	a
	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Agree	a
	Somewhat Disagree	a
	Strongly Disagree	a
	DK/NA	B C
	Strongly Agree	.
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Agree	a
	Somewhat Disagree	a
	Strongly Disagree	a
	Strongly Agree	.
	Somewhat Agree	a
8C2. The airport should grow to address increasing demands from the community	Somewhat Disagree	a
	Strongly Disagree	a
	DK/NA	.
	Strongly Agree	a
	Somewhat Agree	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Somewhat Disagree	a
	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
	Somewhat Agree	A
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree	a
	Strongly Disagree	a
	DK/NA	a
	Strongly Agree	.
	Somewhat Agree	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	Total	79	29	34	7	8
	Strongly Agree	62	24	23	7	7
	Somewhat Agree	15	4	11	0	0
	Strongly Disagree	2	1	0	0	1
	DK/NA	2.5%	3.4%	.0%	.0%	12.5%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	29	34	7	8
	Strongly Agree	4	0	2	0	2
	Somewhat Agree	5	1	4	0	0
	Somewhat Disagree	9	5	2	1	0
	Strongly Disagree	59	23	24	6	6
DK/NA	2	0	2	0	0	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	29	34	7	8
	Strongly Agree	25	15	8	0	2
	Somewhat Agree	9	2	4	3	0
	Somewhat Disagree	11	3	4	1	3
	DK/NA	8	1	5	1	0
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	29	34	7	8
	Strongly Agree	33	13	13	3	4
	Somewhat Agree	33	10	15	3	4
	Somewhat Disagree	7	5	2	0	0
	DK/NA	5	1	3	1	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	29	34	7	8
	Strongly Agree	3	1	0	0	2
	Somewhat Agree	4	1	3	0	0
	Somewhat Disagree	9	2	5	1	1
	DK/NA	63	25	26	6	5
8C2. The airport should grow to address increasing demands from the community	Total	79	29	34	7	8
	Strongly Agree	29	13	11	2	3

		Manage the Growth of Operations
		Not sure/DK/NA
8A1. The airport is an important component of the area's economy	Total	1
	Strongly Agree	1 100.0%
	Somewhat Agree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	1 100.0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	1 100.0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	1 100.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 100.0%
8C2. The airport should grow to address increasing demands from the community	Total	1
	Strongly Agree	0

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	44.8%	32.4%	28.6%	37.5%
		29	9	15	3	2
	Somewhat Agree	36.7%	31.0%	44.1%	42.9%	25.0%
		8	2	4	2	0
	Somewhat Disagree	10.1%	6.9%	11.8%	28.6%	.0%
		7	3	1	0	3
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	8.9%	10.3%	2.9%	.0%	37.5%
		6	2	3	0	0
	DK/NA	7.6%	6.9%	8.8%	.0%	.0%
		79	29	34	7	8
	Total	18	7	6	0	5
	Strongly Agree	22.8%	24.1%	17.6%	.0%	62.5%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Agree	24	7	12	4	1
		30.4%	24.1%	35.3%	57.1%	12.5%
	Somewhat Disagree	24	12	9	2	0
		30.4%	41.4%	26.5%	28.6%	.0%
	Strongly Disagree	11	3	5	1	2
		13.9%	10.3%	14.7%	14.3%	25.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA	2	0	2	0	0
		2.5%	.0%	5.9%	.0%	.0%
	Total	79	29	34	7	8
	Strongly Agree	12	5	3	1	2
		15.2%	17.2%	8.8%	14.3%	25.0%
	Somewhat Agree	29	11	16	2	0
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Disagree	36.7%	37.9%	47.1%	28.6%	.0%
		15	6	7	1	1
	Somewhat Disagree	19.0%	20.7%	20.6%	14.3%	12.5%
		21	6	8	2	5
	Strongly Disagree	26.6%	20.7%	23.5%	28.6%	62.5%
		2	1	0	1	0
DK/NA	2.5%	3.4%	.0%	14.3%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.0%
	Somewhat Agree	0
	Somewhat Disagree	.0%
	Strongly Disagree	0
	DK/NA	100.0%
	Total	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	.0%
	Somewhat Agree	0
	Somewhat Disagree	1
	Strongly Disagree	0
	DK/NA	100.0%
	Total	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	1
	Somewhat Agree	0
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	100.0%
	Total	1

Comparisons of Column Proportions^c

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree			a	
	Somewhat Agree			a	a
	Strongly Disagree	a	a	a	
	Strongly Agree			a	a
	Somewhat Agree			a	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Somewhat Disagree				a
	Strongly Disagree				a
	DK/NA	a		a	a
	Strongly Agree			a	
	Somewhat Agree			a	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Somewhat Disagree			A	a
	Strongly Disagree				a
	DK/NA				
	Strongly Agree				
	Somewhat Agree				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Somewhat Disagree	a		a	a
	Strongly Disagree			a	a
	DK/NA				a
	Strongly Agree		a	a	A
	Somewhat Agree			a	a
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Disagree				
	Strongly Disagree				
	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree				a
8C2. The airport should grow to address increasing demands from the community	Strongly Disagree			a	B
	DK/NA			a	a
	Strongly Agree			a	B
	Somewhat Agree				
	Somewhat Disagree				a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	a		a	a
	DK/NA				
	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree				a
	DK/NA				a
	Strongly Agree				
	Somewhat Agree				
	Strongly Disagree				

Comparisons of Column Proportions^c

	Manage the Growth of Operations	Not sure/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b
	Somewhat Agree	a,b
	Strongly Disagree	a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	DK/NA	a,b
	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Disagree	a,b
	DK/NA	a,b
	Strongly Agree	a,b
	Somewhat Agree	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Disagree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	Strongly Agree	a,b
8C2. The airport should grow to address increasing demands from the community	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA	a,b
	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8A1. The airport is an important component of the area's economy	Total	79	58	16	3	1
	Strongly Agree	62	49	10	1	1
	Somewhat Agree	15	9	5	1	0
	Strongly Disagree	2	0	1	1	0
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	79	58	16	3	1
	Strongly Agree	4	2	1	1	0
	Somewhat Agree	5	3	2	0	0
	Strongly Disagree	59	46	9	2	1
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	79	58	16	3	1
	Strongly Agree	25	21	2	1	0
	Somewhat Agree	9	7	2	0	0
	Strongly Disagree	11	5	4	1	1
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	79	58	16	3	1
	Strongly Agree	33	24	6	2	1
	Somewhat Agree	7	4	3	0	0
	Strongly Disagree	1	1	0	0	0
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	79	58	16	3	1
	Strongly Agree	3	2	0	1	0
	Somewhat Agree	4	2	2	0	0
	Strongly Disagree	63	48	11	2	1
8C2. The airport should grow to address increasing demands from the community	Total	79	58	16	3	1
	Strongly Agree	29	22	4	2	1

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	Total	1
	Strongly Agree	1 100.0%
	Somewhat Agree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 100.0%
	DK/NA	0 .0%
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Total	1
	Strongly Agree	1 100.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	1 100.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
8C1. The airport should reduce operations and scale back its programs and capabilities	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 100.0%
8C2. The airport should grow to address increasing demands from the community	Total	1
	Strongly Agree	0

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	36.7%	37.9%	25.0%	66.7%	100.0%
		29	20	8	0	0
	Somewhat Agree	36.7%	34.5%	50.0%	.0%	.0%
		8	6	2	0	0
	Somewhat Disagree	10.1%	10.3%	12.5%	.0%	.0%
		7	4	2	1	0
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Disagree	8.9%	6.9%	12.5%	33.3%	.0%
		6	6	0	0	0
	DK/NA	7.6%	10.3%	.0%	.0%	.0%
	Total	79	58	16	3	1
	Strongly Agree	18	11	4	1	1
		22.8%	19.0%	25.0%	33.3%	100.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Somewhat Agree	24	18	6	0	0
		30.4%	31.0%	37.5%	.0%	.0%
	Somewhat Disagree	24	19	5	0	0
		30.4%	32.8%	31.3%	.0%	.0%
	Strongly Disagree	11	8	1	2	0
		13.9%	13.8%	6.3%	66.7%	.0%
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA	2	2	0	0	0
		2.5%	3.4%	.0%	.0%	.0%
	Total	79	58	16	3	1
	Strongly Agree	12	9	1	2	0
		15.2%	15.5%	6.3%	66.7%	.0%
	Somewhat Agree	29	21	8	0	0
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		36.7%	36.2%	50.0%	.0%	.0%
	Somewhat Disagree	15	11	4	0	0
		19.0%	19.0%	25.0%	.0%	.0%
	Strongly Disagree	21	15	3	1	1
		26.6%	25.9%	18.8%	33.3%	100.0%
	DK/NA	2	2	0	0	0
	2.5%	3.4%	.0%	.0%	.0%	

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	.0%
	Somewhat Agree	1 100.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
	Total	1
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	1 100.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
	Total	1
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 100.0%
	DK/NA	0 .0%
	Total	1

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	Strongly Agree				a,,b
	Somewhat Agree				a,,b
	Strongly Disagree	.b			a,,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree			.b	a,,b
	Somewhat Agree			.b	a,,b
	Somewhat Disagree			.b	a,,b
	Strongly Disagree		.b	.b	a,,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	DK/NA		.b	.b	a,,b
	Strongly Agree				a,,b
	Somewhat Agree			.b	a,,b
	Somewhat Disagree			.b	a,,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Disagree		.b	.b	a,,b
	DK/NA		.b	.b	a,,b
	Strongly Agree			.b	a,,b
	Somewhat Agree			.b	a,,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Somewhat Disagree		.b	.b	a,,b
	Strongly Disagree			.b	a,,b
	Strongly Agree			.b	a,,b
8C2. The airport should grow to address increasing demands from the community	Somewhat Disagree			.b	a,,b
	Somewhat Disagree			.b	a,,b
	Strongly Disagree		.b	.b	a,,b
	DK/NA		.b	.b	a,,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree			.b	a,,b
	Somewhat Agree			.b	a,,b
	Somewhat Disagree			.b	a,,b
	Strongly Disagree		.b	A B	a,,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	DK/NA		.b	.b	a,,b
	Strongly Agree			.b	a,,b
	Somewhat Agree			.b	a,,b
	Somewhat Disagree			.b	a,,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Disagree			.b	a,,b
	Strongly Disagree		.b	.b	a,,b
	DK/NA		.b	.b	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
8A1. The airport is an important component of the area's economy	Strongly Agree	a,b
	Somewhat Agree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8C1. The airport should reduce operations and scale back its programs and capabilities	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8C2. The airport should grow to address increasing demands from the community	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	79
	Strongly Agree	2	2
	Somewhat Agree	5	5
	Somewhat Disagree	8	8
	Strongly Disagree	63	63
	DK/NA	1	1
		2.5%	2.5%
9B. The airport should remain the way it is and not change	Total	79	79
	Strongly Agree	11	11
	Somewhat Agree	27	27
	Somewhat Disagree	22	22
	Strongly Disagree	14	14
	DK/NA	5	5
		6.3%	6.3%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	79
	Strongly Agree	29	29
	Somewhat Agree	34	34
	Somewhat Disagree	7	7
	Strongly Disagree	8	8
	DK/NA	1	1
		1.3%	1.3%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	79
	Strongly Agree	21	21
	Somewhat Agree	25	25
	Somewhat Disagree	20	20
	Strongly Disagree	11	11
	DK/NA	2	2
		2.5%	2.5%

Comparisons of Column Proportions^a

		Total
		Total
		(A)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
9B. The airport should remain the way it is and not change	DK/NA	.
	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree	.
	DK/NA	.
	Strongly Agree	.
	Somewhat Agree	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	.
	Strongly Disagree	.
	Strongly Agree	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	74	4	1
	Strongly Agree	2	1	1	0
		2.5%	1.4%	25.0%	.0%
	Somewhat Agree	5	5	0	0
		6.3%	6.8%	.0%	.0%
	Somewhat Disagree	8	7	1	0
		10.1%	9.5%	25.0%	.0%
9B. The airport should remain the way it is and not change	Strongly Disagree	63	60	2	1
		79.7%	81.1%	50.0%	100.0%
	DK/NA	1	1	0	0
		1.3%	1.4%	.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	74	4	1
	Strongly Agree	11	11	0	0
		13.9%	14.9%	.0%	.0%
	Somewhat Agree	27	26	1	0
		34.2%	35.1%	25.0%	.0%
	Somewhat Disagree	22	20	2	0
		27.8%	27.0%	50.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	14	12	1	1
		17.7%	16.2%	25.0%	100.0%
	DK/NA	5	5	0	0
		6.3%	6.8%	.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	74	4	1
	Strongly Agree	29	28	1	0
		36.7%	37.8%	25.0%	.0%
	Somewhat Agree	34	32	1	1
		43.0%	43.2%	25.0%	100.0%
	Somewhat Disagree	7	6	1	0
		8.9%	8.1%	25.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	8	7	1	0
		10.1%	9.5%	25.0%	.0%
	DK/NA	1	1	0	0
		1.3%	1.4%	.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	74	4	1
	Strongly Agree	21	20	0	1
		26.6%	27.0%	.0%	100.0%
	Somewhat Agree	25	24	1	0
		31.6%	32.4%	25.0%	.0%
	Somewhat Disagree	20	18	2	0
		25.3%	24.3%	50.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	11	10	1	0
		13.9%	13.5%	25.0%	.0%
	DK/NA	2	2	0	0
		2.5%	2.7%	.0%	.0%

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		A	a,.b
	Somewhat Agree		.b	a,.b
	Somewhat Disagree			a,.b
	Strongly Disagree			a,.b
9B. The airport should remain the way it is and not change	DK/NA			a,.b
	Strongly Agree		.b	a,.b
	Somewhat Agree			a,.b
	Somewhat Disagree			a,.b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree		.b	a,.b
	DK/NA			a,.b
	Strongly Agree			a,.b
	Somewhat Agree			a,.b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree		.b	a,.b
	Strongly Disagree		.b	a,.b
	Somewhat Agree			a,.b
	Strongly Disagree			a,.b
	DK/NA		.b	a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	1	4	9	35	29	1
	Strongly Agree	2	0	0	0	2	0	0
		2.5%	.0%	.0%	.0%	5.7%	.0%	.0%
	Somewhat Agree	5	1	0	0	1	3	0
		6.3%	100.0%	.0%	.0%	2.9%	10.3%	.0%
	Somewhat Disagree	8	0	1	1	3	3	0
		10.1%	.0%	25.0%	11.1%	8.6%	10.3%	.0%
Strongly Disagree	63	0	3	8	29	22	1	
	79.7%	.0%	75.0%	88.9%	82.9%	75.9%	100.0%	
DK/NA	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	
9B. The airport should remain the way it is and not change	Total	79	1	4	9	35	29	1
	Strongly Agree	11	0	1	1	5	4	0
		13.9%	.0%	25.0%	11.1%	14.3%	13.8%	.0%
	Somewhat Agree	27	0	1	4	12	10	0
		34.2%	.0%	25.0%	44.4%	34.3%	34.5%	.0%
	Somewhat Disagree	22	1	0	2	8	11	0
		27.8%	100.0%	.0%	22.2%	22.9%	37.9%	.0%
Strongly Disagree	14	0	2	2	8	1	1	
	17.7%	.0%	50.0%	22.2%	22.9%	3.4%	100.0%	
DK/NA	5	0	0	0	2	3	0	
	6.3%	.0%	.0%	.0%	5.7%	10.3%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	1	4	9	35	29	1
	Strongly Agree	29	0	4	3	12	10	0
		36.7%	.0%	100.0%	33.3%	34.3%	34.5%	.0%
	Somewhat Agree	34	1	0	2	15	15	1
		43.0%	100.0%	.0%	22.2%	42.9%	51.7%	100.0%
	Somewhat Disagree	7	0	0	2	3	2	0
		8.9%	.0%	.0%	22.2%	8.6%	6.9%	.0%
Strongly Disagree	8	0	0	2	5	1	0	
	10.1%	.0%	.0%	22.2%	14.3%	3.4%	.0%	
DK/NA	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	1	4	9	35	29	1
	Strongly Agree	21	0	0	3	13	5	0
		26.6%	.0%	.0%	33.3%	37.1%	17.2%	.0%
	Somewhat Agree	25	0	3	4	7	10	1
		31.6%	.0%	75.0%	44.4%	20.0%	34.5%	100.0%
	Somewhat Disagree	20	0	0	2	11	7	0
		25.3%	.0%	.0%	22.2%	31.4%	24.1%	.0%
Strongly Disagree	11	1	1	0	3	6	0	
	13.9%	100.0%	25.0%	.0%	8.6%	20.7%	.0%	
DK/NA	2	0	0	0	1	1	0	
	2.5%	.0%	.0%	.0%	2.9%	3.4%	.0%	

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,,b	.b	.b		.b	a,,b
	Somewhat Agree	a,,b	.b	.b			a,,b
	Somewhat Disagree	a,,b					a,,b
	Strongly Disagree	a,,b	.b	.b	.b		a,,b
9B. The airport should remain the way it is and not change	DK/NA	a,,b			.b		a,,b
	Strongly Agree	a,,b	.b				a,,b
	Somewhat Agree	a,,b	.b				a,,b
	Somewhat Disagree	a,,b		E			a,,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree	a,,b	.b	.b			a,,b
	DK/NA	a,,b	.b	.b	.b		a,,b
	Strongly Agree	a,,b	.b				a,,b
	Somewhat Agree	a,,b	.b				a,,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	a,,b	.b	.b	.b		a,,b
	Strongly Disagree	a,,b	.b	.b	.b		a,,b
	Strongly Agree	a,,b	.b				a,,b
	DK/NA	a,,b	.b	.b	.b		a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	20	5	4	11	1	2	6
	Strongly Agree	2	1	0	1	0	0	0	0
		2.5%	5.0%	.0%	25.0%	.0%	.0%	.0%	.0%
	Somewhat Agree	5	1	0	0	1	0	0	0
		6.3%	5.0%	.0%	.0%	9.1%	.0%	.0%	.0%
	Somewhat Disagree	8	1	0	0	0	0	0	3
		10.1%	5.0%	.0%	.0%	.0%	.0%	.0%	50.0%
9B. The airport should remain the way it is and not change	Strongly Disagree	63	17	4	3	10	1	2	3
		79.7%	85.0%	80.0%	75.0%	90.9%	100.0%	100.0%	50.0%
	DK/NA	1	0	1	0	0	0	0	0
		1.3%	.0%	20.0%	.0%	.0%	.0%	.0%	.0%
	Total	79	20	5	4	11	1	2	6
	Strongly Agree	11	4	0	2	1	0	1	0
		13.9%	20.0%	.0%	50.0%	9.1%	.0%	50.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Somewhat Agree	27	7	1	1	5	0	0	3
		34.2%	35.0%	20.0%	25.0%	45.5%	.0%	.0%	50.0%
	Somewhat Disagree	22	5	1	0	2	1	1	3
		27.8%	25.0%	20.0%	.0%	18.2%	100.0%	50.0%	50.0%
	Strongly Disagree	14	3	2	1	3	0	0	0
		17.7%	15.0%	40.0%	25.0%	27.3%	.0%	.0%	.0%
	DK/NA	5	1	1	0	0	0	0	0
	6.3%	5.0%	20.0%	.0%	.0%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	20	5	4	11	1	2	6
	Strongly Agree	29	8	1	2	1	0	1	2
		36.7%	40.0%	20.0%	50.0%	9.1%	.0%	50.0%	33.3%
	Somewhat Agree	34	6	3	1	8	1	0	2
		43.0%	30.0%	60.0%	25.0%	72.7%	100.0%	.0%	33.3%
	Somewhat Disagree	7	2	0	0	1	0	0	2
		8.9%	10.0%	.0%	.0%	9.1%	.0%	.0%	33.3%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	8	4	1	1	1	0	1	0
		10.1%	20.0%	20.0%	25.0%	9.1%	.0%	50.0%	.0%
	DK/NA	1	0	0	0	0	0	0	0
		1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	Total	79	20	5	4	11	1	2	6
	Strongly Agree	21	9	1	2	1	0	1	2
		26.6%	45.0%	20.0%	50.0%	9.1%	.0%	50.0%	33.3%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Agree	25	3	2	0	5	0	1	2
		31.6%	15.0%	40.0%	.0%	45.5%	.0%	50.0%	33.3%
	Somewhat Disagree	20	4	1	0	3	1	0	1
		25.3%	20.0%	20.0%	.0%	27.3%	100.0%	.0%	16.7%
	Strongly Disagree	11	2	1	2	2	0	0	1
		13.9%	10.0%	20.0%	50.0%	18.2%	.0%	.0%	16.7%
	DK/NA	2	2	0	0	0	0	0	0
	2.5%	10.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date							
		June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
9A. The airport should reduce the number of flights into and out of the Airport	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	0	0	0	0	0	0	0
	Somewhat Agree	0	0	0	1	0	0	0	1
	Somewhat Disagree	0	0	1	1	2	0	0	0
	Strongly Disagree	1	1	4	4	5	4	3	0
	DK/NA	0	0	0	0	0	0	0	0
			.0%	.0%	.0%	16.7%	.0%	.0%	.0%	100.0%
9B. The airport should remain the way it is and not change	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	0	0	0	2	0	1	0
	Somewhat Agree	0	0	1	3	3	0	2	1
	Somewhat Disagree	1	0	3	1	1	2	0	0
	Strongly Disagree	0	1	1	2	0	0	0	0
	DK/NA	0	0	0	0	1	2	0	0
			.0%	.0%	.0%	.0%	14.3%	50.0%	.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	1	1	5	6	7	4	3	1
	Strongly Agree	1	1	4	1	3	1	2	0
	Somewhat Agree	0	0	0	4	3	3	1	1
	Somewhat Disagree	0	0	1	1	0	0	0	0
	Strongly Disagree	0	0	0	0	0	0	0	0
	DK/NA	0	0	0	0	1	0	0	0
			.0%	.0%	.0%	.0%	14.3%	.0%	.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	1	1	5	6	7	4	3	1
	Strongly Agree	0	1	1	1	0	1	1	0
	Somewhat Agree	0	0	2	2	5	2	0	1
	Somewhat Disagree	1	0	2	3	1	0	1	0
	Strongly Disagree	0	0	0	0	1	1	1	0
	DK/NA	0	0	0	0	0	0	0	0
			.0%	100.0%	20.0%	16.7%	.0%	25.0%	33.3%	.0%

		Date	
		June 13	
9A. The airport should reduce the number of flights into and out of the Airport	Total	2	
	Strongly Agree	0	
	Somewhat Agree	1	50.0%
	Somewhat Disagree	0	.0%
	Strongly Disagree	1	50.0%
	DK/NA	0	.0%
9B. The airport should remain the way it is and not change	Total	2	
	Strongly Agree	0	.0%
	Somewhat Agree	0	.0%
	Somewhat Disagree	1	50.0%
	Strongly Disagree	1	50.0%
	DK/NA	0	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	2	
	Strongly Agree	1	50.0%
	Somewhat Agree	1	50.0%
	Somewhat Disagree	0	.0%
	Strongly Disagree	0	.0%
	DK/NA	0	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	2	
	Strongly Agree	0	.0%
	Somewhat Agree	0	.0%
	Somewhat Disagree	2	100.0%
	Strongly Disagree	0	.0%
	DK/NA	0	.0%

Comparisons of Column Proportions^c

		Date							
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a		a	a,b	a	a	a,b
	Somewhat Agree		a	a	a	a,b	a	a	a,b
	Somewhat Disagree		a	a	a	a,b	a	a	a,b
	Strongly Disagree	a		a	a	a,b	a	a	a,b
9B. The airport should remain the way it is and not change	DK/NA		a			a,b	a	a	a,b
	Strongly Agree					a,b	a		a,b
	Somewhat Agree			a		a,b	a		a,b
	Somewhat Disagree			a	a	a,b	a	a	a,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree					a,b	a	a	a,b
	DK/NA					a,b	a	a	a,b
	Strongly Agree		a	a		a,b	a		a,b
	Somewhat Agree		a	a		a,b	a		a,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	a	a	a	a	a,b	a	a	a,b
	DK/NA					a,b	a	a	a,b
	Strongly Agree			a		a,b	a		a,b
	Somewhat Agree			a		a,b	a		a,b

Comparisons of Column Proportions^c

		Date							
		June 5	June 6	June 7	June 8	June 9	June 10	June 11	June 13
		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b	a	a	a	a	a	a,b	a
	Somewhat Agree	a,b	a		a	a	a	a,b	a
	Somewhat Disagree	a,b			a	a	a	a,b	a
	Strongly Disagree	a,b	a	a	a	a	a	a,b	a
9B. The airport should remain the way it is and not change	DK/NA	a,b	a	a		a	a	a,b	a
	Strongly Agree	a,b				a		a,b	a
	Somewhat Agree	a,b				a	a	a,b	a
	Somewhat Disagree	a,b	a	a	a	a	a	a,b	a
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA	a,b						a,b	a
	Strongly Agree	a,b	a			a	a	a,b	a
	Somewhat Agree	a,b	a			a	a	a,b	a
	Somewhat Disagree	a,b	a	a	a	a	a	a,b	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA	a,b						a,b	a
	Strongly Agree	a,b					a	a,b	a
	Somewhat Agree	a,b				a		a,b	a
	Somewhat Disagree	a,b	a	a	a	a	a	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	3	76
	Strongly Agree	2	0	2
	Somewhat Agree	5	0	5
	Somewhat Disagree	6.3%	.0%	6.6%
	Strongly Disagree	8	0	8
	DK/NA	10.1%	.0%	10.5%
	DK/NA	63	3	60
9B. The airport should remain the way it is and not change	Total	79	3	76
	Strongly Agree	11	0	11
	Somewhat Agree	27	0	27
	Somewhat Disagree	34.2%	.0%	35.5%
	Strongly Disagree	22	1	21
	DK/NA	27.8%	33.3%	27.6%
	DK/NA	14	2	12
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	3	76
	Strongly Agree	29	1	28
	Somewhat Agree	36.7%	33.3%	36.8%
	Somewhat Disagree	34	1	33
	Strongly Disagree	43.0%	33.3%	43.4%
	DK/NA	7	0	7
	DK/NA	8.9%	.0%	9.2%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	3	76
	Strongly Agree	21	2	19
	Somewhat Agree	25	1	24
	Somewhat Disagree	31.6%	33.3%	31.6%
	Strongly Disagree	20	0	20
	DK/NA	25.3%	.0%	26.3%
	DK/NA	11	0	11

Comparisons of Column Proportions

		Rent/Own	
		Rent	Own
		(A)	(B)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a	
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
9B. The airport should remain the way it is and not change	Strongly Agree	a	
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	B	
	DK/NA	a	
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree		
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a	
	Somewhat Agree	a	
	Somewhat Disagree	a	
	Strongly Disagree	a	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	76	59	16	1
	Strongly Agree	2	2	0	0
	Somewhat Agree	5	5	0	0
	Somewhat Disagree	6.6%	8.5%	.0%	.0%
	Strongly Disagree	8	6	2	0
	DK/NA	10.5%	10.2%	12.5%	.0%
	DK/NA	1	1	0	0
9B. The airport should remain the way it is and not change	Total	76	59	16	1
	Strongly Agree	11	10	1	0
	Somewhat Agree	14.5%	16.9%	6.3%	.0%
	Somewhat Disagree	27	19	8	0
	Strongly Disagree	35.5%	32.2%	50.0%	.0%
	DK/NA	21	17	3	1
	DK/NA	27.6%	28.8%	18.8%	100.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	76	59	16	1
	Strongly Agree	28	23	5	0
	Somewhat Agree	36.8%	39.0%	31.3%	.0%
	Somewhat Disagree	33	24	8	1
	Strongly Disagree	43.4%	40.7%	50.0%	100.0%
	DK/NA	7	6	1	0
	DK/NA	9.2%	10.2%	6.3%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	76	59	16	1
	Strongly Agree	7	5	2	0
	Somewhat Agree	9.2%	8.5%	12.5%	.0%
	Somewhat Disagree	1	1	0	0
	Strongly Disagree	1.3%	1.7%	.0%	.0%
	DK/NA	19	14	5	0
	DK/NA	25.0%	23.7%	31.3%	.0%

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a	a,b
	Somewhat Agree		a	a,b
	Somewhat Disagree		.	a,b
	Strongly Disagree		.	a,b
9B. The airport should remain the way it is and not change	DK/NA		a	a,b
	Strongly Agree		.	a,b
	Somewhat Agree		.	a,b
	Somewhat Disagree		.	a,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree		.	a,b
	DK/NA		a	a,b
	Strongly Agree		.	a,b
	Somewhat Agree		.	a,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree		.	a,b
	Strongly Disagree		.	a,b
	DK/NA		.	a,b
	DK/NA		.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	1	68	1	4
	Strongly Agree	2	0	1	0	0
		2.5%	.0%	1.5%	.0%	.0%
	Somewhat Agree	5	0	5	0	0
		6.3%	.0%	7.4%	.0%	.0%
	Somewhat Disagree	8	0	8	0	0
	10.1%	.0%	11.8%	.0%	.0%	
9B. The airport should remain the way it is and not change	Strongly Disagree	63	1	53	1	4
		79.7%	100.0%	77.9%	100.0%	100.0%
	DK/NA	1	0	1	0	0
		1.3%	.0%	1.5%	.0%	.0%
	Total	79	1	68	1	4
	Strongly Agree	11	0	11	0	0
	13.9%	.0%	16.2%	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Somewhat Agree	27	0	24	1	1
		34.2%	.0%	35.3%	100.0%	25.0%
	Somewhat Disagree	22	1	20	0	1
		27.8%	100.0%	29.4%	.0%	25.0%
	Strongly Disagree	14	0	10	0	1
		17.7%	.0%	14.7%	.0%	25.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	DK/NA	5	0	3	0	1
		6.3%	.0%	4.4%	.0%	25.0%
	Total	79	1	68	1	4
	Strongly Agree	29	1	26	0	1
		36.7%	100.0%	38.2%	.0%	25.0%
	Somewhat Agree	34	0	29	0	2
	43.0%	.0%	42.6%	.0%	50.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Somewhat Disagree	7	0	6	0	1
		8.9%	.0%	8.8%	.0%	25.0%
	Strongly Disagree	8	0	6	1	0
		10.1%	.0%	8.8%	100.0%	.0%
	DK/NA	1	0	1	0	0
		1.3%	.0%	1.5%	.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	1	68	1	4
	Strongly Agree	21	0	17	1	2
		26.6%	.0%	25.0%	100.0%	50.0%
	Somewhat Agree	25	0	21	0	1
		31.6%	.0%	30.9%	.0%	25.0%
	Somewhat Disagree	20	1	18	0	1
	25.3%	100.0%	26.5%	.0%	25.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Disagree	11	0	10	0	0
		13.9%	.0%	14.7%	.0%	.0%
	DK/NA	2	0	2	0	0
		2.5%	.0%	2.9%	.0%	.0%

		Ethnic Group
		DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	4 80.0%
	DK/NA	0 .0%
9B. The airport should remain the way it is and not change	Total	5
	Strongly Agree	0 .0%
	Somewhat Agree	1 20.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	3 60.0%
	DK/NA	1 20.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	3 60.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 20.0%
	DK/NA	0 .0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	5
	Strongly Agree	1 20.0%
	Somewhat Agree	3 60.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 20.0%
	DK/NA	0 .0%

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b		a,b	.b	B
	Somewhat Agree	a,b		a,b	.b	.b
	Somewhat Disagree	a,b		a,b	.b	.b
	Strongly Disagree	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b
9B. The airport should remain the way it is and not change	Strongly Agree	a,b		a,b		
	Somewhat Agree	a,b		a,b		.b
	Somewhat Disagree	a,b		a,b		B
	Strongly Disagree	a,b		a,b		
	DK/NA	a,b		a,b		
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,b		a,b		
	Somewhat Agree	a,b		a,b		.b
	Somewhat Disagree	a,b		a,b	.b	.b
	Strongly Disagree	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,b		a,b		
	Somewhat Agree	a,b		a,b		.b
	Somewhat Disagree	a,b		a,b	.b	.b
	Strongly Disagree	a,b		a,b	.b	.b
	DK/NA	a,b		a,b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
9A. The airport should reduce the number of flights into and out of the Airport	Total	51	11	8	23	6
	Strongly Agree	1	1	0	0	0
	Somewhat Disagree	4	1	0	3	0
		7.8%	9.1%	.0%	13.0%	.0%
	Strongly Disagree	46	9	8	20	6
	90.2%	81.8%	100.0%	87.0%	100.0%	
9B. The airport should remain the way it is and not change	Total	51	11	8	23	6
	Strongly Agree	7	2	3	1	0
		13.7%	18.2%	37.5%	4.3%	.0%
	Somewhat Agree	20	0	2	14	3
		39.2%	.0%	25.0%	60.9%	50.0%
	Somewhat Disagree	12	3	1	6	2
		23.5%	27.3%	12.5%	26.1%	33.3%
Strongly Disagree	11	6	1	2	1	
	21.6%	54.5%	12.5%	8.7%	16.7%	
DK/NA	1	0	1	0	0	
	2.0%	.0%	12.5%	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	51	11	8	23	6
	Strongly Agree	20	3	5	10	0
		39.2%	27.3%	62.5%	43.5%	.0%
	Somewhat Agree	18	2	0	10	5
		35.3%	18.2%	.0%	43.5%	83.3%
Somewhat Disagree	6	2	2	2	0	
	11.8%	18.2%	25.0%	8.7%	.0%	
Strongly Disagree	7	4	1	1	1	
	13.7%	36.4%	12.5%	4.3%	16.7%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	51	11	8	23	6
	Strongly Agree	18	5	4	7	2
		35.3%	45.5%	50.0%	30.4%	33.3%
	Somewhat Agree	18	4	1	8	2
		35.3%	36.4%	12.5%	34.8%	33.3%
	Somewhat Disagree	10	1	2	6	1
	19.6%	9.1%	25.0%	26.1%	16.7%	
Strongly Disagree	3	1	1	1	0	
	5.9%	9.1%	12.5%	4.3%	.0%	
DK/NA	2	0	0	1	1	
	3.9%	.0%	.0%	4.3%	16.7%	

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	1	2
	Strongly Agree	0	0
		.0%	.0%
	Somewhat Disagree	0	0
		.0%	.0%
Strongly Disagree	1	2	
	100.0%	100.0%	
9B. The airport should remain the way it is and not change	Total	1	2
	Strongly Agree	0	1
		.0%	50.0%
	Somewhat Agree	0	1
		.0%	50.0%
	Somewhat Disagree	0	0
		.0%	.0%
Strongly Disagree	1	0	
	100.0%	.0%	
DK/NA	0	0	
	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	1	2
	Strongly Agree	0	2
		.0%	100.0%
	Somewhat Agree	1	0
		100.0%	.0%
Somewhat Disagree	0	0	
	.0%	.0%	
Strongly Disagree	0	0	
	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	1	2
	Strongly Agree	0	0
		.0%	.0%
	Somewhat Agree	1	2
		100.0%	100.0%
	Somewhat Disagree	0	0
	.0%	.0%	
Strongly Disagree	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a		a
	Somewhat Disagree		a		a
	Strongly Disagree		a		a
	Strongly Agree				a
9B. The airport should remain the way it is and not change	Somewhat Agree	a			
	Somewhat Disagree				
	Strongly Disagree				a
	DK/NA	C		a	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree		a		a
	Somewhat Agree				A
	Somewhat Disagree				a
	Strongly Disagree				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree				
	Somewhat Agree				
	Somewhat Disagree				a
	Strongly Disagree	a	a		

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	Strongly Agree	a,b	
9B. The airport should remain the way it is and not change	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	DK/NA	a,b	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,b	a
	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,b	a
	Somewhat Agree	a,b	a
	Somewhat Disagree	a,b	a
	Strongly Disagree	a,b	a
	DK/NA	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
9A. The airport should reduce the number of flights into and out of the Airport	Total	51	36	5	10	2
	Strongly Agree	1	1	0	1	0
	Somewhat Disagree	4	3	1	1	0
	Strongly Disagree	46	32	4	8	2
		90.2%	88.9%	80.0%	80.0%	100.0%
9B. The airport should remain the way it is and not change	Total	51	36	5	10	2
	Strongly Agree	7	5	1	1	0
	Somewhat Agree	20	13	1	5	2
	Somewhat Disagree	12	7	2	3	0
	Strongly Disagree	11	11	1	0	0
	DK/NA	1	0	0	1	0
9C. The airport should manage the growth of operations to be consistent with community needs	Total	51	36	5	10	2
	Strongly Agree	20	13	3	4	0
	Somewhat Agree	18	12	2	3	1
	Somewhat Disagree	6	5	0	1	0
	Strongly Disagree	7	6	0	2	1
	DK/NA	1	0	0	0	0
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	51	36	5	10	2
	Strongly Agree	18	12	0	5	1
	Somewhat Agree	18	13	3	2	0
	Somewhat Disagree	10	7	1	2	0
	Strongly Disagree	3	3	1	1	0
	DK/NA	2	1	0	0	1

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	1	4	1
	Strongly Agree	0	0	0
	Somewhat Disagree	0	0	0
	Strongly Disagree	1	4	1
		100.0%	100.0%	100.0%
9B. The airport should remain the way it is and not change	Total	1	4	1
	Strongly Agree	0	1	0
	Somewhat Agree	0	0	1
	Somewhat Disagree	0	3	0
	Strongly Disagree	1	0	0
	DK/NA	0	0	0
		.0%	75.0%	.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	1	4	1
	Strongly Agree	0	2	1
	Somewhat Agree	0	2	0
	Somewhat Disagree	0	0	0
Strongly Disagree	1	0	0	
		100.0%	.0%	.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	1	4	1
	Strongly Agree	1	2	0
	Somewhat Agree	0	2	1
	Somewhat Disagree	0	0	0
	Strongly Disagree	0	0	0
DK/NA	0	0	0	
		.0%	.0%	.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted				
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds
		(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.	a	.	a	a,b
	Somewhat Disagree	.	.	.	a	a,b
	Strongly Disagree	.	.	.	a	a,b
9B. The airport should remain the way it is and not change	Strongly Agree	.	.	.	a	a,b
	Somewhat Agree	.	.	.	a	a,b
	Somewhat Disagree	.	.	a	a	a,b
9C. The airport should manage the growth of operations to be consistent with community needs	DK/NA	a	.	.	a	a,b
	Strongly Agree	.	.	.	a	a,b
	Somewhat Agree	.	.	.	a	a,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	.	a	.	a	a,b
	Strongly Disagree	.	.	.	a	a,b
	DK/NA	.	a	a	A	a,b

Comparisons of Column Proportions^c

		Types of Aircraft Piloted	
		Other	DK/NA
		(F)	(G)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a	a,b
	Somewhat Disagree	a	a,b
	Strongly Disagree	a	a,b
9B. The airport should remain the way it is and not change	Strongly Agree	a	a,b
	Somewhat Agree	.	a,b
	Somewhat Disagree	a	a,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Disagree	a	a,b
	DK/NA	a	a,b
	Strongly Agree	.	a,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Agree	a	a,b
	Somewhat Disagree	a	a,b
	Strongly Disagree	a	a,b
DK/NA	.	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	27	46	2	4
	Strongly Agree	2	1	0	1	0
		2.5%	3.7%	.0%	50.0%	.0%
	Somewhat Agree	5	1	3	0	1
		6.3%	3.7%	6.5%	.0%	25.0%
	Somewhat Disagree	8	0	8	0	0
		10.1%	.0%	17.4%	.0%	.0%
Strongly Disagree	63	25	35	1	2	
	79.7%	92.6%	76.1%	50.0%	50.0%	
DK/NA	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	25.0%	
9B. The airport should remain the way it is and not change	Total	79	27	46	2	4
	Strongly Agree	11	4	6	0	1
		13.9%	14.8%	13.0%	.0%	25.0%
	Somewhat Agree	27	9	18	0	0
		34.2%	33.3%	39.1%	.0%	.0%
	Somewhat Disagree	22	6	15	0	1
		27.8%	22.2%	32.6%	.0%	25.0%
Strongly Disagree	14	7	5	2	0	
	17.7%	25.9%	10.9%	100.0%	.0%	
DK/NA	5	1	2	0	2	
	6.3%	3.7%	4.3%	.0%	50.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	27	46	2	4
	Strongly Agree	29	6	20	0	3
		36.7%	22.2%	43.5%	.0%	75.0%
	Somewhat Agree	34	9	23	1	1
		43.0%	33.3%	50.0%	50.0%	25.0%
	Somewhat Disagree	7	4	3	0	0
		8.9%	14.8%	6.5%	.0%	.0%
Strongly Disagree	8	7	0	1	0	
	10.1%	25.9%	.0%	50.0%	.0%	
DK/NA	1	1	0	0	0	
	1.3%	3.7%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	27	46	2	4
	Strongly Agree	21	13	8	0	0
		26.6%	48.1%	17.4%	.0%	.0%
	Somewhat Agree	25	5	18	0	2
		31.6%	18.5%	39.1%	.0%	50.0%
	Somewhat Disagree	20	7	12	1	0
	25.3%	25.9%	26.1%	50.0%	.0%	
Strongly Disagree	11	2	6	1	2	
	13.9%	7.4%	13.0%	50.0%	50.0%	
DK/NA	2	0	2	0	0	
	2.5%	.0%	4.3%	.0%	.0%	

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree		a	A	a
	Somewhat Agree			a	
	Somewhat Disagree	a		a	a
	Strongly Disagree				
	DK/NA	a		a	
9B. The airport should remain the way it is and not change	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree			a	a
	Strongly Disagree			a	a
	DK/NA			a	A B
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree			a	
	Somewhat Agree			a	a
	Somewhat Disagree		a	a	a
	Strongly Disagree		a	a	a
	DK/NA			a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	B		a	
	Somewhat Agree			a	
	Somewhat Disagree				a
	Strongly Disagree				
	DK/NA	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	2	5	8	63
	Strongly Agree	2	2	0	0	0
		2.5%	100.0%	.0%	.0%	.0%
	Somewhat Agree	5	0	5	0	0
		6.3%	.0%	100.0%	.0%	.0%
	Somewhat Disagree	8	0	0	8	0
		10.1%	.0%	.0%	100.0%	.0%
Strongly Disagree	63	0	0	0	63	
	79.7%	.0%	.0%	.0%	100.0%	
DK/NA	1	0	0	0	0	
	1.3%	.0%	.0%	.0%	.0%	
9B. The airport should remain the way it is and not change	Total	79	2	5	8	63
	Strongly Agree	11	1	0	0	10
		13.9%	50.0%	.0%	.0%	15.9%
	Somewhat Agree	27	0	2	3	22
		34.2%	.0%	40.0%	37.5%	34.9%
	Somewhat Disagree	22	0	3	5	14
		27.8%	.0%	60.0%	62.5%	22.2%
Strongly Disagree	14	1	0	0	13	
	17.7%	50.0%	.0%	.0%	20.6%	
DK/NA	5	0	0	0	4	
	6.3%	.0%	.0%	.0%	6.3%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	2	5	8	63
	Strongly Agree	29	0	0	5	23
		36.7%	.0%	.0%	62.5%	36.5%
	Somewhat Agree	34	0	5	3	26
		43.0%	.0%	100.0%	37.5%	41.3%
	Somewhat Disagree	7	0	0	0	7
		8.9%	.0%	.0%	.0%	11.1%
Strongly Disagree	8	2	0	0	6	
	10.1%	100.0%	.0%	.0%	9.5%	
DK/NA	1	0	0	0	1	
	1.3%	.0%	.0%	.0%	1.6%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	2	5	8	63
	Strongly Agree	21	0	0	1	20
		26.6%	.0%	.0%	12.5%	31.7%
	Somewhat Agree	25	0	1	4	20
		31.6%	.0%	20.0%	50.0%	31.7%
	Somewhat Disagree	20	0	2	1	17
		25.3%	.0%	40.0%	12.5%	27.0%
Strongly Disagree	11	2	2	1	5	
	13.9%	100.0%	40.0%	12.5%	7.9%	
DK/NA	2	0	0	1	1	
	2.5%	.0%	.0%	12.5%	1.6%	

		Reduce Number of Flights
		Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	1
	Strongly Agree	0
		.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	0	
	.0%	
DK/NA	1	
	100.0%	
9B. The airport should remain the way it is and not change	Total	1
	Strongly Agree	0
		.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	0	
	.0%	
DK/NA	1	
	100.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	1
	Strongly Agree	1
		100.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	0	
	.0%	
DK/NA	0	
	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	1
	Strongly Agree	0
		.0%
	Somewhat Agree	0
		.0%
	Somewhat Disagree	0
		.0%
Strongly Disagree	1	
	100.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^c

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	a	a	a	a
9B. The airport should remain the way it is and not change	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	D	a
	Strongly Disagree	a	a	a	a
	DK/NA	a	a	a	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	a	a	a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
9B. The airport should remain the way it is and not change	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,b
	Somewhat Agree	a,b
	Somewhat Disagree	a,b
	Strongly Disagree	a,b
	DK/NA	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	11	27	22	14
	Strongly Agree	2	1	0	0	1
		2.5%	9.1%	.0%	.0%	7.1%
	Somewhat Agree	5	0	2	3	0
		6.3%	.0%	7.4%	13.6%	.0%
	Somewhat Disagree	8	0	3	5	0
		10.1%	.0%	11.1%	22.7%	.0%
	Strongly Disagree	63	10	22	14	13
	79.7%	90.9%	81.5%	63.6%	92.9%	
DK/NA	1	0	0	0	0	
	1.3%	.0%	.0%	.0%	.0%	
9B. The airport should remain the way it is and not change	Total	79	11	27	22	14
	Strongly Agree	11	11	0	0	0
		13.9%	100.0%	.0%	.0%	.0%
	Somewhat Agree	27	0	27	0	0
		34.2%	.0%	100.0%	.0%	.0%
	Somewhat Disagree	22	0	0	22	0
		27.8%	.0%	.0%	100.0%	.0%
	Strongly Disagree	14	0	0	0	14
	17.7%	.0%	.0%	.0%	100.0%	
DK/NA	5	0	0	0	0	
	6.3%	.0%	.0%	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	11	27	22	14
	Strongly Agree	29	8	7	7	4
		36.7%	72.7%	25.9%	31.8%	28.6%
	Somewhat Agree	34	0	15	12	5
		43.0%	.0%	55.6%	54.5%	35.7%
	Somewhat Disagree	7	0	3	3	1
		8.9%	.0%	11.1%	13.6%	7.1%
	Strongly Disagree	8	2	2	0	4
	10.1%	18.2%	7.4%	.0%	28.6%	
DK/NA	1	1	0	0	0	
	1.3%	9.1%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	11	27	22	14
	Strongly Agree	21	3	7	5	6
		26.6%	27.3%	25.9%	22.7%	42.9%
	Somewhat Agree	25	3	11	6	4
		31.6%	27.3%	40.7%	27.3%	28.6%
	Somewhat Disagree	20	1	7	7	3
		25.3%	9.1%	25.9%	31.8%	21.4%
	Strongly Disagree	11	4	1	3	1
	13.9%	36.4%	3.7%	13.6%	7.1%	
DK/NA	2	0	1	1	0	
	2.5%	.0%	3.7%	4.5%	.0%	

		Remain the Way it Is
		Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	5
	Strongly Agree	0
	Somewhat Agree	.0%
	Somewhat Disagree	0
	Strongly Disagree	4
	DK/NA	1
		20.0%
9B. The airport should remain the way it is and not change	Total	5
	Strongly Agree	0
	Somewhat Agree	.0%
	Somewhat Disagree	0
	Strongly Disagree	0
	DK/NA	5
		100.0%
9C. The airport should manage the growth of operations to be consistent with community needs	Total	5
	Strongly Agree	3
	Somewhat Agree	60.0%
	Somewhat Disagree	2
	Strongly Disagree	0
	DK/NA	0
		.0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	5
	Strongly Agree	0
	Somewhat Agree	1
	Somewhat Disagree	2
	Strongly Disagree	2
	DK/NA	0
		.0%

Comparisons of Column Proportions^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.	.	.	.
	Somewhat Agree	a	.	.	a
	Somewhat Disagree	.	.	.	.
	Strongly Disagree	.	.	.	.
	DK/NA	a	a	a	a
9B. The airport should remain the way it is and not change	Strongly Agree	.	.	.	.
	Somewhat Agree	a	.	.	a
	Somewhat Disagree	.	.	.	.
	Strongly Disagree	.	.	.	.
	DK/NA	.	.	.	.
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	.	.	.	.
	Somewhat Agree	a	.	.	a
	Somewhat Disagree	.	.	.	.
	Strongly Disagree	.	.	.	.
	DK/NA	.	a	a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	.	.	.	.
	Somewhat Agree	.	.	.	.
	Somewhat Disagree	.	.	.	.
	Strongly Disagree	.	.	.	.
	DK/NA	a	.	.	a

Comparisons of Column Proportions^b

		Remain the Way it Is
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	a
9B. The airport should remain the way it is and not change	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	.
	Somewhat Agree	.
	Somewhat Disagree	.
	Strongly Disagree	.
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	29	34	7	8
	Strongly Agree	2 2.5%	0 .0%	0 .0%	0 .0%	2 25.0%
	Somewhat Agree	5 6.3%	0 .0%	5 14.7%	0 .0%	0 .0%
	Somewhat Disagree	8 10.1%	5 17.2%	3 8.8%	0 .0%	0 .0%
	Strongly Disagree	63 79.7%	23 79.3%	26 76.5%	7 100.0%	6 75.0%
	DK/NA	1 1.3%	1 3.4%	0 .0%	0 .0%	0 .0%
	Total	79	29	34	7	8
9B. The airport should remain the way it is and not change	Strongly Agree	11 13.9%	8 27.6%	0 .0%	0 .0%	2 25.0%
	Somewhat Agree	27 34.2%	7 24.1%	15 44.1%	3 42.9%	2 25.0%
	Somewhat Disagree	22 27.8%	7 24.1%	12 35.3%	3 42.9%	0 .0%
	Strongly Disagree	14 17.7%	4 13.8%	5 14.7%	1 14.3%	4 50.0%
	DK/NA	5 6.3%	3 10.3%	2 5.9%	0 .0%	0 .0%
	Total	79	29	34	7	8
	Strongly Agree	29 36.7%	29 100.0%	0 .0%	0 .0%	0 .0%
9C. The airport should manage the growth of operations to be consistent with community needs	Somewhat Agree	34 43.0%	0 .0%	34 100.0%	0 .0%	0 .0%
	Somewhat Disagree	7 8.9%	0 .0%	0 .0%	7 100.0%	0 .0%
	Strongly Disagree	8 10.1%	0 .0%	0 .0%	0 .0%	8 100.0%
	DK/NA	1 1.3%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	79	29	34	7	8
	Strongly Agree	21 26.6%	6 20.7%	5 14.7%	4 57.1%	6 75.0%
	Somewhat Agree	25 31.6%	12 41.4%	11 32.4%	1 14.3%	0 .0%
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Somewhat Disagree	20 25.3%	7 24.1%	11 32.4%	2 28.6%	0 .0%
	Strongly Disagree	11 13.9%	4 13.8%	5 14.7%	0 .0%	2 25.0%
	DK/NA	2 2.5%	0 .0%	2 5.9%	0 .0%	0 .0%

	Manage the Growth of Operations	
		Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	Total	1
	Strongly Agree	0 .0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	1 100.0%
	DK/NA	0 .0%
	Total	1
9B. The airport should remain the way it is and not change	Strongly Agree	1 100.0%
	Somewhat Agree	0 .0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
	Total	1
	9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	0 .0%
Somewhat Agree		0 .0%
Somewhat Disagree		0 .0%
Strongly Disagree		0 .0%
DK/NA		1 100.0%
Total		1
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		Strongly Agree	0 .0%
	Somewhat Agree	1 100.0%
	Somewhat Disagree	0 .0%
	Strongly Disagree	0 .0%
	DK/NA	0 .0%
	Total	1
	Strongly Agree	0 .0%

Comparisons of Column Proportions^c

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	.	.	a	a
	Strongly Disagree	.	.	a	a
	DK/NA	.	a	a	a
9B. The airport should remain the way it is and not change	Strongly Agree	.	a	a	.
	Somewhat Agree	.	.	.	a
	Somewhat Disagree	.	.	.	.
	Strongly Disagree	.	.	a	a
	DK/NA	a	a	a	a
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a	a	a	a
	Somewhat Agree	a	a	a	a
	Somewhat Disagree	a	a	a	a
	Strongly Disagree	a	a	a	a
	DK/NA	.	a	a	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	.	.	.	A B
	Somewhat Agree	.	.	.	a
	Somewhat Disagree	.	.	.	a
	Strongly Disagree	.	.	a	a
	DK/NA	a	.	a	a

Comparisons of Column Proportions^c

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9B. The airport should remain the way it is and not change	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
9A. The airport should reduce the number of flights into and out of the Airport	Total	79	58	16	3	1
	Strongly Agree	2	1	0	1	0
		2.5%	1.7%	.0%	33.3%	.0%
	Somewhat Agree	5	2	3	0	0
		6.3%	3.4%	18.8%	.0%	.0%
	Somewhat Disagree	8	6	2	0	0
		10.1%	10.3%	12.5%	.0%	.0%
	Strongly Disagree	63	48	11	2	1
		79.7%	82.8%	68.8%	66.7%	100.0%
	DK/NA	1	1	0	0	0
	1.3%	1.7%	.0%	.0%	.0%	
9B. The airport should remain the way it is and not change	Total	79	58	16	3	1
	Strongly Agree	11	7	3	0	0
		13.9%	12.1%	18.8%	.0%	.0%
	Somewhat Agree	27	20	7	0	0
		34.2%	34.5%	43.8%	.0%	.0%
	Somewhat Disagree	22	19	3	0	0
		27.8%	32.8%	18.8%	.0%	.0%
	Strongly Disagree	14	8	2	3	1
		17.7%	13.8%	12.5%	100.0%	100.0%
	DK/NA	5	4	1	0	0
	6.3%	6.9%	6.3%	.0%	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	79	58	16	3	1
	Strongly Agree	29	23	6	0	0
		36.7%	39.7%	37.5%	.0%	.0%
	Somewhat Agree	34	25	7	2	0
		43.0%	43.1%	43.8%	66.7%	.0%
	Somewhat Disagree	7	4	3	0	0
		8.9%	6.9%	18.8%	.0%	.0%
	Strongly Disagree	8	5	0	1	1
		10.1%	8.6%	.0%	33.3%	100.0%
	DK/NA	1	1	0	0	0
	1.3%	1.7%	.0%	.0%	.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	79	58	16	3	1
	Strongly Agree	21	14	4	1	1
		26.6%	24.1%	25.0%	33.3%	100.0%
	Somewhat Agree	25	21	3	1	0
		31.6%	36.2%	18.8%	33.3%	.0%
	Somewhat Disagree	20	14	6	0	0
		25.3%	24.1%	37.5%	.0%	.0%
	Strongly Disagree	11	8	2	1	0
		13.9%	13.8%	12.5%	33.3%	.0%
	DK/NA	2	1	1	0	0
	2.5%	1.7%	6.3%	.0%	.0%	

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
9A. The airport should reduce the number of flights into and out of the Airport	Total	1
	Strongly Agree	0
	Somewhat Agree	.0%
	Somewhat Disagree	0
	Strongly Disagree	.0%
	DK/NA	1
		100.0%
9B. The airport should remain the way it is and not change	Total	1
	Strongly Agree	1
	Somewhat Agree	100.0%
	Somewhat Disagree	0
	Strongly Disagree	.0%
	DK/NA	0
	.0%	
9C. The airport should manage the growth of operations to be consistent with community needs	Total	1
	Strongly Agree	0
	Somewhat Agree	.0%
	Somewhat Disagree	0
	Strongly Disagree	.0%
	DK/NA	1
	100.0%	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Total	1
	Strongly Agree	1
	Somewhat Agree	100.0%
	Somewhat Disagree	0
	Strongly Disagree	.0%
	DK/NA	0
	.0%	

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	.	a	A	a,,b
	Somewhat Agree	.	A	a	a,,b
	Somewhat Disagree	.	.	a	a,,b
	Strongly Disagree	.	.	.	a,,b
	DK/NA	.	a	a	a,,b
9B. The airport should remain the way it is and not change	Strongly Agree	.	.	a	a,,b
	Somewhat Agree	.	.	a	a,,b
	Somewhat Disagree	.	.	a	a,,b
	Strongly Disagree	.	.	a	a,,b
	DK/NA	.	.	a	a,,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	.	.	.	a,,b
	Somewhat Agree	.	.	a	a,,b
	Somewhat Disagree	.	a	.	a,,b
	Strongly Disagree	.	.	.	a,,b
	DK/NA	.	a	a	a,,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	.	.	.	a,,b
	Somewhat Agree	.	.	.	a,,b
	Somewhat Disagree	.	.	a	a,,b
	Strongly Disagree	.	.	.	a,,b
	DK/NA	.	.	a	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		A
		(E)
9A. The airport should reduce the number of flights into and out of the Airport	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9B. The airport should remain the way it is and not change	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9C. The airport should manage the growth of operations to be consistent with community needs	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	Strongly Agree	a,,b
	Somewhat Agree	a,,b
	Somewhat Disagree	a,,b
	Strongly Disagree	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	51
	Very Satisfied	32 62.7%	32 62.7%
	Somewhat Satisfied	14 27.5%	14 27.5%
	Somewhat Dissatisfied	4 7.8%	4 7.8%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
10B. Provide noise abatement procedures	Very Satisfied	25 49.0%	25 49.0%
	Somewhat Satisfied	19 37.3%	19 37.3%
	Somewhat Dissatisfied	3 5.9%	3 5.9%
	Very Dissatisfied	3 5.9%	3 5.9%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
10C. Maintain runways	Very Satisfied	42 82.4%	42 82.4%
	Somewhat Satisfied	7 13.7%	7 13.7%
	Somewhat Dissatisfied	1 2.0%	1 2.0%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
	Very Satisfied	35 68.6%	35 68.6%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	13 25.5%	13 25.5%
	Somewhat Dissatisfied	2 3.9%	2 3.9%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
	Very Satisfied	25 49.0%	25 49.0%
	Somewhat Satisfied	10 19.6%	10 19.6%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	10 19.6%	10 19.6%
	Very Dissatisfied	5 9.8%	5 9.8%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
	Very Satisfied	28	28
	10F. Provide and maintain fueling and other aircraft support services		

		Total	
		Total	Total
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	54.9%
	Somewhat Satisfied	17 33.3%	17 33.3%
	Somewhat Dissatisfied	3 5.9%	3 5.9%
	Very Dissatisfied	2 3.9%	2 3.9%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	32 62.7%
	Somewhat Satisfied	17 33.3%	17 33.3%
	DK/NA	2 3.9%	2 3.9%
	Total	51	51
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	10 19.6%	10 19.6%
	Somewhat Satisfied	20 39.2%	20 39.2%
	Somewhat Dissatisfied	10 19.6%	10 19.6%
	Very Dissatisfied	10 19.6%	10 19.6%
	DK/NA	1 2.0%	1 2.0%
	Total	51	51

Comparisons of Column Proportions^a

		Total
		Total
		(A)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	DK/NA	.
	Very Satisfied	.
10B. Provide noise abatement procedures	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
10C. Maintain runways	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	DK/NA	.
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	DK/NA	.
10E. Provide and maintain hangar facilities	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	.
	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	DK/NA	.
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	.
	Somewhat Satisfied	.
	DK/NA	.
	Very Satisfied	.
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied	.
	Somewhat Dissatisfied	.
	Very Dissatisfied	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	49	1	1
	Very Satisfied	32 62.7%	31 63.3%	1 100.0%	0 .0%
	Somewhat Satisfied	14 27.5%	13 26.5%	0 .0%	1 100.0%
	Somewhat Dissatisfied	4 7.8%	4 8.2%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
10B. Provide noise abatement procedures	Very Satisfied	25 49.0%	23 46.9%	1 100.0%	1 100.0%
	Somewhat Satisfied	19 37.3%	19 38.8%	0 .0%	0 .0%
	Somewhat Dissatisfied	3 5.9%	3 6.1%	0 .0%	0 .0%
	Very Dissatisfied	3 5.9%	3 6.1%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
10C. Maintain runways	Very Satisfied	42 82.4%	40 81.6%	1 100.0%	1 100.0%
	Somewhat Satisfied	7 13.7%	7 14.3%	0 .0%	0 .0%
	Somewhat Dissatisfied	1 2.0%	1 2.0%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
	Very Satisfied	35 68.6%	33 67.3%	1 100.0%	1 100.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	13 25.5%	13 26.5%	0 .0%	0 .0%
	Somewhat Dissatisfied	2 3.9%	2 4.1%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
	Very Satisfied	25 49.0%	24 49.0%	0 .0%	1 100.0%
	Somewhat Satisfied	10 19.6%	10 20.4%	0 .0%	0 .0%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	10 19.6%	9 18.4%	1 100.0%	0 .0%
	Very Dissatisfied	5 9.8%	5 10.2%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
	Very Satisfied	28	26	1	1

		Respondent's Gender			
		Total	Male	Female	Other
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	53.1%	100.0%	100.0%
	Somewhat Satisfied	17 33.3%	17 34.7%	0 .0%	0 .0%
	Somewhat Dissatisfied	3 5.9%	3 6.1%	0 .0%	0 .0%
	Very Dissatisfied	2 3.9%	2 4.1%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%
	Total	51	49	1	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	30 61.2%	1 100.0%	1 100.0%
	Somewhat Satisfied	17 33.3%	17 34.7%	0 .0%	0 .0%
	DK/NA	2 3.9%	2 4.1%	0 .0%	0 .0%
	Total	51	49	1	1
	Very Satisfied	10 19.6%	10 20.4%	0 .0%	0 .0%
	Somewhat Satisfied	20 39.2%	19 38.8%	0 .0%	1 100.0%
10H. Keep airport and hangar fees at affordable levels	Somewhat Dissatisfied	10 19.6%	9 18.4%	1 100.0%	0 .0%
	Very Dissatisfied	10 19.6%	10 20.4%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Somewhat Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10B. Provide noise abatement procedures	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Very Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10C. Maintain runways	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Somewhat Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Somewhat Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10E. Provide and maintain hangar facilities	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Very Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	Somewhat Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,,b	a,,b	a,,b
	Somewhat Satisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b
	Very Satisfied	a,,b	a,,b	a,,b
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied	a,,b	a,,b	a,,b
	Somewhat Dissatisfied	a,,b	a,,b	a,,b
	Very Dissatisfied	a,,b	a,,b	a,,b
	DK/NA	a,,b	a,,b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age					Not coded
		Total	30-39	40-49	50-64	65+	
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	2	9	23	16	1
	Very Satisfied	32	2	5	13	12	0
		62.7%	100.0%	55.6%	56.5%	75.0%	.0%
	Somewhat Satisfied	14	0	3	8	3	0
		27.5%	.0%	33.3%	34.8%	18.8%	.0%
	Somewhat Dissatisfied	4	0	1	2	0	1
	7.8%	.0%	11.1%	8.7%	.0%	100.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10B. Provide noise abatement procedures	Total	51	2	9	23	16	1
	Very Satisfied	25	2	5	11	7	0
		49.0%	100.0%	55.6%	47.8%	43.8%	.0%
	Somewhat Satisfied	19	0	4	8	7	0
		37.3%	.0%	44.4%	34.8%	43.8%	.0%
	Somewhat Dissatisfied	3	0	0	2	1	0
	5.9%	.0%	.0%	8.7%	6.3%	.0%	
Very Dissatisfied	3	0	0	2	0	1	
	5.9%	.0%	.0%	8.7%	.0%	100.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10C. Maintain runways	Total	51	2	9	23	16	1
	Very Satisfied	42	2	7	18	15	0
		82.4%	100.0%	77.8%	78.3%	93.8%	.0%
	Somewhat Satisfied	7	0	2	4	0	1
		13.7%	.0%	22.2%	17.4%	.0%	100.0%
	Somewhat Dissatisfied	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	2	9	23	16	1
	Very Satisfied	35	1	6	15	13	0
		68.6%	50.0%	66.7%	65.2%	81.3%	.0%
	Somewhat Satisfied	13	1	2	7	2	1
		25.5%	50.0%	22.2%	30.4%	12.5%	100.0%
	Somewhat Dissatisfied	2	0	1	1	0	0
	3.9%	.0%	11.1%	4.3%	.0%	.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10E. Provide and maintain hangar facilities	Total	51	2	9	23	16	1
	Very Satisfied	25	2	4	7	12	0
		49.0%	100.0%	44.4%	30.4%	75.0%	.0%
	Somewhat Satisfied	10	0	2	7	1	0
		19.6%	.0%	22.2%	30.4%	6.3%	.0%
	Somewhat Dissatisfied	10	0	2	6	1	1
	19.6%	.0%	22.2%	26.1%	6.3%	100.0%	
Very Dissatisfied	5	0	1	3	1	0	
	9.8%	.0%	11.1%	13.0%	6.3%	.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10F. Provide and maintain fueling and other aircraft support services	Total	51	2	9	23	16	1
	Very Satisfied	28	2	6	10	10	0

		Age					Not coded
		Total	30-39	40-49	50-64	65+	
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	100.0%	66.7%	43.5%	62.5%	.0%
	Somewhat Satisfied	17	0	3	10	4	0
		33.3%	.0%	33.3%	43.5%	25.0%	.0%
	Somewhat Dissatisfied	3	0	0	1	1	1
		5.9%	.0%	.0%	4.3%	6.3%	100.0%
	Very Dissatisfied	2	0	0	2	0	0
	3.9%	.0%	.0%	8.7%	.0%	.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	
10G. Provide pilots with information on airport events, operations, and activities	Total	51	2	9	23	16	1
	Very Satisfied	32	2	6	14	10	0
		62.7%	100.0%	66.7%	60.9%	62.5%	.0%
	Somewhat Satisfied	17	0	3	8	5	1
	33.3%	.0%	33.3%	34.8%	31.3%	100.0%	
DK/NA	2	0	0	1	1	0	
	3.9%	.0%	.0%	4.3%	6.3%	.0%	
10H. Keep airport and hangar fees at affordable levels	Total	51	2	9	23	16	1
	Very Satisfied	10	1	3	4	2	0
		19.6%	50.0%	33.3%	17.4%	12.5%	.0%
	Somewhat Satisfied	20	0	3	10	7	0
		39.2%	.0%	33.3%	43.5%	43.8%	.0%
	Somewhat Dissatisfied	10	0	2	3	5	0
		19.6%	.0%	22.2%	13.0%	31.3%	.0%
Very Dissatisfied	10	1	1	6	1	1	
	19.6%	50.0%	11.1%	26.1%	6.3%	100.0%	
DK/NA	1	0	0	0	1	0	
	2.0%	.0%	.0%	.0%	6.3%	.0%	

Comparisons of Column Proportions^c

		Age				
		30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a				a,b
	Somewhat Satisfied	a			a	a,b
	Somewhat Dissatisfied	a				a,b
	DK/NA	a	a	a		a,b
	Very Satisfied	a				a,b
10B. Provide noise abatement procedures	Somewhat Satisfied	a				a,b
	Somewhat Dissatisfied	a	a		a	a,b
	Very Dissatisfied	a	a			a,b
	DK/NA	a	a	a		a,b
	Very Satisfied	a				a,b
10C. Maintain runways	Somewhat Satisfied	a			a	a,b
	Somewhat Dissatisfied	a	a			a,b
	DK/NA	a	a	a		a,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied					a,b
	Somewhat Satisfied	a			a	a,b
	Somewhat Dissatisfied	a				a,b
	DK/NA	a	a	a		a,b
10E. Provide and maintain hangar facilities	Very Satisfied	a			C	a,b
	Somewhat Satisfied	a				a,b
	Somewhat Dissatisfied	a				a,b
	Very Dissatisfied	a	a	a		a,b
10F. Provide and maintain fueling and other aircraft support services	DK/NA	a				a,b
	Very Satisfied	a				a,b
	Somewhat Satisfied	a	a			a,b
	Somewhat Dissatisfied	a	a		a	a,b
10G. Provide pilots with information on airport events, operations, and activities	DK/NA	a				a,b
	Very Satisfied	a				a,b
	Somewhat Satisfied	a	a			a,b
	DK/NA	a				a,b
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	a				a,b
	Somewhat Satisfied	a				a,b
	Somewhat Dissatisfied	a				a,b
	Very Dissatisfied	a	a	a		a,b
DK/NA	a				a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date							
		Total	May 27	May 28	May 29	May 30	June 2	June 3	June 5
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	16	3	2	9	1	4	1
	Very Satisfied	32	9	2	1	5	0	2	1
		62.7%	56.3%	66.7%	50.0%	55.6%	.0%	50.0%	100.0%
	Somewhat Satisfied	14	5	0	1	3	1	1	0
		27.5%	31.3%	.0%	50.0%	33.3%	100.0%	25.0%	.0%
	Somewhat Dissatisfied	4	1	1	0	1	0	1	0
	7.8%	6.3%	33.3%	.0%	11.1%	.0%	25.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
10B. Provide noise abatement procedures	Total	51	16	3	2	9	1	4	1
	Very Satisfied	25	9	2	0	5	0	0	1
		49.0%	56.3%	66.7%	.0%	55.6%	.0%	.0%	100.0%
	Somewhat Satisfied	19	3	0	1	4	1	3	0
		37.3%	18.8%	.0%	50.0%	44.4%	100.0%	75.0%	.0%
	Somewhat Dissatisfied	3	2	0	1	0	0	0	0
	5.9%	12.5%	.0%	50.0%	.0%	.0%	.0%	.0%	
Very Dissatisfied	3	1	1	0	0	0	1	0	
	5.9%	6.3%	33.3%	.0%	.0%	.0%	25.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
10C. Maintain runways	Total	51	16	3	2	9	1	4	1
	Very Satisfied	42	12	2	2	8	1	3	1
		82.4%	75.0%	66.7%	100.0%	88.9%	100.0%	75.0%	100.0%
	Somewhat Satisfied	7	3	1	0	1	0	1	0
		13.7%	18.8%	33.3%	.0%	11.1%	.0%	25.0%	.0%
	Somewhat Dissatisfied	1	0	0	0	0	0	0	0
	2.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	16	3	2	9	1	4	1
	Very Satisfied	35	10	1	1	7	0	3	1
		68.6%	62.5%	33.3%	50.0%	77.8%	.0%	75.0%	100.0%
	Somewhat Satisfied	13	4	2	1	2	1	1	0
		25.5%	25.0%	66.7%	50.0%	22.2%	100.0%	25.0%	.0%
	Somewhat Dissatisfied	2	1	0	0	0	0	0	0
	3.9%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
10E. Provide and maintain hangar facilities	Total	51	16	3	2	9	1	4	1
	Very Satisfied	25	8	1	1	4	1	1	1
		49.0%	50.0%	33.3%	50.0%	44.4%	100.0%	25.0%	100.0%
	Somewhat Satisfied	10	3	1	0	2	0	3	0
		19.6%	18.8%	33.3%	.0%	22.2%	.0%	75.0%	.0%
	Somewhat Dissatisfied	10	2	1	1	2	0	0	0
	19.6%	12.5%	33.3%	50.0%	22.2%	.0%	.0%	.0%	
Very Dissatisfied	5	2	0	0	1	0	0	0	
	9.8%	12.5%	.0%	.0%	11.1%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	
10F. Provide and maintain fueling and other aircraft support services	Total	51	16	3	2	9	1	4	1
	Very Satisfied	28	7	2	1	5	0	2	1

		Date					
		June 6	June 7	June 8	June 9	June 10	June 13
10A. Provide high quality community aviation facilities and services to meet local needs	Total	5	2	2	2	3	1
	Very Satisfied	3	2	2	1	3	1
		60.0%	100.0%	100.0%	50.0%	100.0%	100.0%
	Somewhat Satisfied	2	0	0	1	0	0
		40.0%	.0%	.0%	50.0%	.0%	.0%
	Somewhat Dissatisfied	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10B. Provide noise abatement procedures	Total	5	2	2	2	3	1
	Very Satisfied	4	1	2	0	0	1
		80.0%	50.0%	100.0%	.0%	.0%	100.0%
	Somewhat Satisfied	1	1	0	2	3	0
		20.0%	50.0%	.0%	100.0%	100.0%	.0%
	Somewhat Dissatisfied	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%	
Very Dissatisfied	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10C. Maintain runways	Total	5	2	2	2	3	1
	Very Satisfied	4	2	2	2	2	1
		80.0%	100.0%	100.0%	100.0%	66.7%	100.0%
	Somewhat Satisfied	1	0	0	0	0	0
		20.0%	.0%	.0%	.0%	.0%	.0%
	Somewhat Dissatisfied	0	0	0	0	1	0
	.0%	.0%	.0%	.0%	33.3%	.0%	
DK/NA	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	5	2	2	2	3	1
	Very Satisfied	3	2	2	1	3	1
		60.0%	100.0%	100.0%	50.0%	100.0%	100.0%
	Somewhat Satisfied	1	0	0	1	0	0
		20.0%	.0%	.0%	50.0%	.0%	.0%
	Somewhat Dissatisfied	1	0	0	0	0	0
	20.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10E. Provide and maintain hangar facilities	Total	5	2	2	2	3	1
	Very Satisfied	4	2	1	0	1	0
		80.0%	100.0%	50.0%	.0%	33.3%	.0%
	Somewhat Satisfied	0	0	0	1	0	0
		.0%	.0%	.0%	50.0%	.0%	.0%
	Somewhat Dissatisfied	1	0	1	0	1	1
	20.0%	.0%	50.0%	.0%	33.3%	100.0%	
Very Dissatisfied	0	0	0	1	1	0	
	.0%	.0%	.0%	50.0%	33.3%	.0%	
DK/NA	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10F. Provide and maintain fueling and other aircraft support services	Total	5	2	2	2	3	1
	Very Satisfied	3	1	2	1	3	0

		Date							
		Total	May 27	May 28	May 29	May 30	June 2	June 3	June 5
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	43.8%	66.7%	50.0%	55.6%	.0%	50.0%	100.0%
	Somewhat Satisfied	17 33.3%	5 31.3%	0 .0%	1 50.0%	3 33.3%	1 100.0%	2 50.0%	0 .0%
	Somewhat Dissatisfied	3 5.9%	2 12.5%	1 33.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	2 3.9%	1 6.3%	0 .0%	0 .0%	1 11.1%	0 .0%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	51	16	3	2	9	1	4	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	62.7%	56.3%	66.7%	50.0%	66.7%	.0%	25.0%	100.0%
	Somewhat Satisfied	17 33.3%	6 37.5%	1 33.3%	1 50.0%	3 33.3%	1 100.0%	3 75.0%	0 .0%
	DK/NA	2 3.9%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	51	16	3	2	9	1	4	1
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	19.6%	12.5%	.0%	.0%	33.3%	.0%	25.0%	100.0%
	Somewhat Satisfied	20 39.2%	5 31.3%	2 66.7%	2 100.0%	2 22.2%	1 100.0%	1 25.0%	0 .0%
	Somewhat Dissatisfied	10 19.6%	4 25.0%	0 .0%	0 .0%	2 22.2%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	10 19.6%	5 31.3%	1 33.3%	0 .0%	2 22.2%	0 .0%	1 25.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 25.0%	0 .0%
	Total	51	16	3	2	9	1	4	1

		Date					
		June 6	June 7	June 8	June 9	June 10	June 13
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	60.0%	50.0%	100.0%	50.0%	100.0%	.0%
	Somewhat Satisfied	2 40.0%	1 50.0%	0 .0%	1 50.0%	0 .0%	1 100.0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	5	2	2	2	3	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	100.0%	100.0%	50.0%	50.0%	66.7%	100.0%
	Somewhat Satisfied	0 .0%	0 .0%	1 50.0%	0 .0%	1 33.3%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%	1 50.0%	0 .0%	0 .0%
	Total	5	2	2	2	3	1
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	0 .0%	2 100.0%	1 50.0%	0 .0%	0 .0%	0 .0%
	Somewhat Satisfied	4 80.0%	0 .0%	0 .0%	0 .0%	2 66.7%	1 100.0%
	Somewhat Dissatisfied	0 .0%	0 .0%	1 50.0%	2 100.0%	1 33.3%	0 .0%
	Very Dissatisfied	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	5	2	2	2	3	1

Comparisons of Column Proportions^c

		Date							
		May 27	May 28	May 29	May 30	June 2	June 3	June 5	June 6
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied		.b			a,,b		a,,b	
	Somewhat Satisfied					a,,b		a,,b	.b
	Somewhat Dissatisfied			.b		a,,b	.b	a,,b	.b
	DK/NA		.b	.b	.b	a,,b		a,,b	
10B. Provide noise abatement procedures	Very Satisfied		.b			a,,b		a,,b	
	Somewhat Satisfied					a,,b	.b	a,,b	.b
	Somewhat Dissatisfied		.b		.b	a,,b		a,,b	.b
	Very Dissatisfied			.b		a,,b		a,,b	.b
10C. Maintain runways	DK/NA		.b		.b	a,,b		a,,b	.b
	Very Satisfied			.b		a,,b		a,,b	
	Somewhat Satisfied	.b	.b	.b	.b	a,,b	.b	a,,b	.b
	Somewhat Dissatisfied		.b	.b	.b	a,,b	.b	a,,b	.b
10D. Maintain taxiways, parking ramps, and hangar ramps	DK/NA					a,,b		a,,b	
	Very Satisfied					a,,b		a,,b	
	Somewhat Satisfied		.b	.b	.b	a,,b	.b	a,,b	
	Somewhat Dissatisfied		.b	.b	.b	a,,b	.b	a,,b	.b
10E. Provide and maintain hangar facilities	DK/NA					a,,b		a,,b	
	Very Satisfied			.b		a,,b		a,,b	.b
	Somewhat Satisfied					a,,b	.b	a,,b	
	Somewhat Dissatisfied		.b	.b	.b	a,,b	.b	a,,b	.b
10F. Provide and maintain fueling and other aircraft support services	DK/NA		.b		.b	a,,b		a,,b	.b
	Very Satisfied					a,,b		a,,b	.b
	Somewhat Satisfied		.b	.b	.b	a,,b	.b	a,,b	.b
	Very Dissatisfied		.b	.b	.b	a,,b	.b	a,,b	.b
10G. Provide pilots with information on airport events, operations, and activities	DK/NA					a,,b		a,,b	.b
	Very Satisfied					a,,b		a,,b	.b
	Somewhat Satisfied					a,,b		a,,b	.b
	DK/NA		.b	.b	.b	a,,b	.b	a,,b	.b
10H. Keep airport and hangar fees at affordable levels	DK/NA		.b			a,,b		a,,b	
	Very Satisfied			.b		a,,b		a,,b	
	Somewhat Satisfied		.b	.b		a,,b	.b	a,,b	.b
	Somewhat Dissatisfied		.b	.b		a,,b		a,,b	.b
	Very Dissatisfied		.b		.b	a,,b		a,,b	
	DK/NA	.b	.b	.b	.b	a,,b		a,,b	.b

Comparisons of Column Proportions^c

		Date				
		June 7	June 8	June 9	June 10	June 13
		(I)	(J)	(K)	(L)	(M)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.b	.b		.b	a,,b
	Somewhat Satisfied	.b	.b		.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
	DK/NA	.b	.b	.b	.b	a,,b
10B. Provide noise abatement procedures	Very Satisfied		.b	.b	.b	a,,b
	Somewhat Satisfied		.b	.b	.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
	Very Dissatisfied	.b	.b	.b	.b	a,,b
10C. Maintain runways	DK/NA	.b	.b	.b	.b	a,,b
	Very Satisfied		.b	.b	.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	DK/NA	.b	.b		.b	a,,b
	Very Satisfied		.b		.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
10E. Provide and maintain hangar facilities	DK/NA	.b	.b		.b	a,,b
	Very Satisfied		.b		.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
10F. Provide and maintain fueling and other aircraft support services	DK/NA	.b	.b		.b	a,,b
	Very Satisfied		.b		.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	Very Dissatisfied	.b	.b	.b	.b	a,,b
10G. Provide pilots with information on airport events, operations, and activities	DK/NA	.b	.b		.b	a,,b
	Very Satisfied		.b		.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	DK/NA	.b	.b	.b	.b	a,,b
10H. Keep airport and hangar fees at affordable levels	DK/NA	.b	.b		.b	a,,b
	Very Satisfied		.b		.b	a,,b
	Somewhat Satisfied	.b	.b	.b	.b	a,,b
	Somewhat Dissatisfied	.b	.b	.b	.b	a,,b
	Very Dissatisfied	.b	.b	.b	.b	a,,b
	DK/NA	.b	.b	.b	.b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	3	48
	Very Satisfied	32 62.7%	2 66.7%	30 62.5%
	Somewhat Satisfied	14 27.5%	1 33.3%	13 27.1%
	Somewhat Dissatisfied	4 7.8%	0 .0%	4 8.3%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
10B. Provide noise abatement procedures	Very Satisfied	25 49.0%	2 66.7%	23 47.9%
	Somewhat Satisfied	19 37.3%	1 33.3%	18 37.5%
	Somewhat Dissatisfied	3 5.9%	0 .0%	3 6.3%
	Very Dissatisfied	3 5.9%	0 .0%	3 6.3%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
10C. Maintain runways	Very Satisfied	42 82.4%	3 100.0%	39 81.3%
	Somewhat Satisfied	7 13.7%	0 .0%	7 14.6%
	Somewhat Dissatisfied	1 2.0%	0 .0%	1 2.1%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
	Very Satisfied	35 68.6%	2 66.7%	33 68.8%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	13 25.5%	1 33.3%	12 25.0%
	Somewhat Dissatisfied	2 3.9%	0 .0%	2 4.2%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
	Very Satisfied	25 49.0%	1 33.3%	24 50.0%
	Somewhat Satisfied	10 19.6%	0 .0%	10 20.8%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	10 19.6%	0 .0%	10 20.8%
	Very Dissatisfied	5 9.8%	2 66.7%	3 6.3%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
	Very Satisfied	28	2	26

		Rent/Own		
		Total	Rent	Own
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	66.7%	54.2%
	Somewhat Satisfied	17 33.3%	1 33.3%	16 33.3%
	Somewhat Dissatisfied	3 5.9%	0 .0%	3 6.3%
	Very Dissatisfied	2 3.9%	0 .0%	2 4.2%
	DK/NA	1 2.0%	0 .0%	1 2.1%
	Total	51	3	48
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	1 33.3%	31 64.6%
	Somewhat Satisfied	17 33.3%	1 33.3%	16 33.3%
	DK/NA	2 3.9%	1 33.3%	1 2.1%
	Total	51	3	48
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	10 19.6%	1 33.3%	9 18.8%
	Somewhat Satisfied	20 39.2%	0 .0%	20 41.7%
	Somewhat Dissatisfied	10 19.6%	1 33.3%	9 18.8%
	Very Dissatisfied	10 19.6%	1 33.3%	9 18.8%
	DK/NA	1 2.0%	0 .0%	1 2.1%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Somewhat Dissatisfied	.	a
	DK/NA	.	.
10B. Provide noise abatement procedures	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Very Dissatisfied	.	a
	DK/NA	.	.
10C. Maintain runways	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Somewhat Dissatisfied	.	a
	DK/NA	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Somewhat Dissatisfied	.	a
	DK/NA	.	.
10E. Provide and maintain hangar facilities	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Very Dissatisfied	B	.
	DK/NA	.	.
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	.	.
	Somewhat Satisfied	a	.
	Very Dissatisfied	.	a
	DK/NA	.	.
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	.	.
	Somewhat Satisfied	.	B
	DK/NA	.	.
	Very Satisfied	.	.
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied	a	.
	Somewhat Dissatisfied	.	a
	Very Dissatisfied	.	.
	DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	48	31	16	1
	Very Satisfied	30	21	9	0
		62.5%	67.7%	56.3%	.0%
	Somewhat Satisfied	13	7	5	1
		27.1%	22.6%	31.3%	100.0%
	Somewhat Dissatisfied	4	2	2	0
	8.3%	6.5%	12.5%	.0%	
	DK/NA	1	1	0	0
		2.1%	3.2%	.0%	.0%
10B. Provide noise abatement procedures	Total	48	31	16	1
	Very Satisfied	23	12	11	0
		47.9%	38.7%	68.8%	.0%
	Somewhat Satisfied	18	14	3	1
		37.5%	45.2%	18.8%	100.0%
	Somewhat Dissatisfied	3	2	1	0
	6.3%	6.5%	6.3%	.0%	
	Very Dissatisfied	3	2	1	0
		6.3%	6.5%	6.3%	.0%
	DK/NA	1	1	0	0
		2.1%	3.2%	.0%	.0%
10C. Maintain runways	Total	48	31	16	1
	Very Satisfied	39	24	14	1
		81.3%	77.4%	87.5%	100.0%
	Somewhat Satisfied	7	5	2	0
		14.6%	16.1%	12.5%	.0%
	Somewhat Dissatisfied	1	1	0	0
	2.1%	3.2%	.0%	.0%	
	DK/NA	1	1	0	0
		2.1%	3.2%	.0%	.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	48	31	16	1
	Very Satisfied	33	21	12	0
		68.8%	67.7%	75.0%	.0%
	Somewhat Satisfied	12	8	3	1
		25.0%	25.8%	18.8%	100.0%
	Somewhat Dissatisfied	2	1	1	0
	4.2%	3.2%	6.3%	.0%	
	DK/NA	1	1	0	0
		2.1%	3.2%	.0%	.0%
10E. Provide and maintain hangar facilities	Total	48	31	16	1
	Very Satisfied	24	15	9	0
		50.0%	48.4%	56.3%	.0%
	Somewhat Satisfied	10	6	3	1
		20.8%	19.4%	18.8%	100.0%
	Somewhat Dissatisfied	10	7	3	0
	20.8%	22.6%	18.8%	.0%	
	Very Dissatisfied	3	2	1	0
		6.3%	6.5%	6.3%	.0%
	DK/NA	1	1	0	0
		2.1%	3.2%	.0%	.0%
10F. Provide and maintain fueling and other aircraft support services	Total	48	31	16	1
	Very Satisfied	26	16	10	0

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.2%	51.6%	62.5%	.0%
		16	13	2	1
	Somewhat Satisfied	33.3%	41.9%	12.5%	100.0%
		3	1	2	0
	Somewhat Dissatisfied	6.3%	3.2%	12.5%	.0%
		2	0	2	0
	Very Dissatisfied	4.2%	.0%	12.5%	.0%
		1	1	0	0
	DK/NA	2.1%	3.2%	.0%	.0%
		2.1%	3.2%	.0%	.0%
10G. Provide pilots with information on airport events, operations, and activities	Total	48	31	16	1
		31	20	10	1
	Very Satisfied	64.6%	64.5%	62.5%	100.0%
		16	10	6	0
	Somewhat Satisfied	33.3%	32.3%	37.5%	.0%
	1	1	0	0	
	DK/NA	2.1%	3.2%	.0%	.0%
		2.1%	3.2%	.0%	.0%
10H. Keep airport and hangar fees at affordable levels	Total	48	31	16	1
		9	6	3	0
	Very Satisfied	18.8%	19.4%	18.8%	.0%
		20	15	5	0
	Somewhat Satisfied	41.7%	48.4%	31.3%	.0%
		9	5	3	1
	Somewhat Dissatisfied	18.8%	16.1%	18.8%	100.0%
	9	4	5	0	
	Very Dissatisfied	18.8%	12.9%	31.3%	.0%
		1	1	0	0
	DK/NA	2.1%	3.2%	.0%	.0%

Comparisons of Column Proportions ^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
10B. Provide noise abatement procedures	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
	Very Dissatisfied			a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
10C. Maintain runways	Somewhat Satisfied			a,b
	Somewhat Dissatisfied		.b	a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied			a,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Dissatisfied			a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
10E. Provide and maintain hangar facilities	Very Dissatisfied			a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
10F. Provide and maintain fueling and other aircraft support services	Very Dissatisfied			a,b
	DK/NA	B		a,b
	Very Satisfied			a,b
	Somewhat Satisfied	.b		a,b
	Very Satisfied			a,b
10G. Provide pilots with information on airport events, operations, and activities	Somewhat Satisfied			a,b
	DK/NA		.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
10H. Keep airport and hangar fees at affordable levels	Very Dissatisfied			a,b
	DK/NA		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	1	44	1	2
	Very Satisfied	32 62.7%	1 100.0%	29 65.9%	1 100.0%	1 50.0%
	Somewhat Satisfied	14 27.5%	0 .0%	11 25.0%	0 .0%	1 50.0%
	Somewhat Dissatisfied	4 7.8%	0 .0%	3 6.8%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
	Very Satisfied	25 49.0%	1 100.0%	20 45.5%	1 100.0%	2 100.0%
10B. Provide noise abatement procedures	Somewhat Satisfied	19 37.3%	0 .0%	18 40.9%	0 .0%	0 .0%
	Somewhat Dissatisfied	3 5.9%	0 .0%	3 6.8%	0 .0%	0 .0%
	Very Dissatisfied	3 5.9%	0 .0%	2 4.5%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
	Very Satisfied	42 82.4%	1 100.0%	36 81.8%	1 100.0%	2 100.0%
	10C. Maintain runways	Somewhat Satisfied	7 13.7%	0 .0%	6 13.6%	0 .0%	0 .0%
Somewhat Dissatisfied		1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
DK/NA		1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
Total		51	1	44	1	2
Very Satisfied		35 68.6%	1 100.0%	30 68.2%	1 100.0%	2 100.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	13 25.5%	0 .0%	11 25.0%	0 .0%	0 .0%
	Somewhat Dissatisfied	2 3.9%	0 .0%	2 4.5%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
	Very Satisfied	25 49.0%	1 100.0%	21 47.7%	1 100.0%	1 50.0%
10E. Provide and maintain hangar facilities	Somewhat Satisfied	10 19.6%	0 .0%	8 18.2%	0 .0%	1 50.0%
	Somewhat Dissatisfied	10 19.6%	0 .0%	9 20.5%	0 .0%	0 .0%
	Very Dissatisfied	5 9.8%	0 .0%	5 11.4%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
	Very Satisfied	25 49.0%	1 100.0%	21 47.7%	1 100.0%	1 50.0%

		Ethnic Group
		DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	3
	Very Satisfied	0 .0%
	Somewhat Satisfied	2 66.7%
	Somewhat Dissatisfied	1 33.3%
	DK/NA	0 .0%
	Total	3
10B. Provide noise abatement procedures	Very Satisfied	1 33.3%
	Somewhat Satisfied	1 33.3%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	1 33.3%
	DK/NA	0 .0%
	Total	3
10C. Maintain runways	Very Satisfied	2 66.7%
	Somewhat Satisfied	1 33.3%
	Somewhat Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	3
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	1 33.3%
	Somewhat Satisfied	2 66.7%
	Somewhat Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	3
10E. Provide and maintain hangar facilities	Very Satisfied	1 33.3%
	Somewhat Satisfied	1 33.3%
	Somewhat Dissatisfied	1 33.3%
	Very Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	3

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
10F. Provide and maintain fueling and other aircraft support services	Total	51	1	44	1	2
	Very Satisfied	28 54.9%	1 100.0%	24 54.5%	1 100.0%	1 50.0%
	Somewhat Satisfied	17 33.3%	0 .0%	15 34.1%	0 .0%	1 50.0%
	Somewhat Dissatisfied	3 5.9%	0 .0%	2 4.5%	0 .0%	0 .0%
	Very Dissatisfied	2 3.9%	0 .0%	2 4.5%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	1 100.0%	28 63.6%	0 .0%	2 100.0%
	Somewhat Satisfied	17 33.3%	0 .0%	14 31.8%	1 100.0%	0 .0%
	DK/NA	2 3.9%	0 .0%	2 4.5%	0 .0%	0 .0%
	Total	51	1	44	1	2
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	10 19.6%	0 .0%	10 22.7%	0 .0%	0 .0%
	Somewhat Satisfied	20 39.2%	1 100.0%	17 38.6%	0 .0%	1 50.0%
	Somewhat Dissatisfied	10 19.6%	0 .0%	7 15.9%	1 100.0%	1 50.0%
	Very Dissatisfied	10 19.6%	0 .0%	9 20.5%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	1 2.3%	0 .0%	0 .0%
	Total	51	1	44	1	2
	Total	51	1	44	1	2

		Ethnic Group
		DK/NA
10F. Provide and maintain fueling and other aircraft support services	Total	3
	Very Satisfied	1 33.3%
	Somewhat Satisfied	1 33.3%
	Somewhat Dissatisfied	1 33.3%
	Very Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	3
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	1 33.3%
	Somewhat Satisfied	2 66.7%
	DK/NA	0 .0%
	Total	3
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	0 .0%
	Somewhat Satisfied	1 33.3%
	Somewhat Dissatisfied	1 33.3%
	Very Dissatisfied	1 33.3%
	DK/NA	0 .0%
	Total	3

Comparisons of Column Proportions ^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,b		a,b		.b
	Somewhat Satisfied	a,b		a,b		
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10B. Provide noise abatement procedures	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10C. Maintain runways	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10E. Provide and maintain hangar facilities	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	a,b		a,b	.b	
	Somewhat Satisfied	a,b		a,b		.b
	Somewhat Dissatisfied	a,b		a,b	.b	
	DK/NA	a,b		a,b		.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	11	8	23	6
	Very Satisfied	32	5	4	18	4
	Somewhat Satisfied	62.7%	45.5%	50.0%	78.3%	66.7%
	Somewhat Dissatisfied	14	5	3	5	1
	DK/NA	27.5%	45.5%	37.5%	21.7%	16.7%
	Very Dissatisfied	4	1	1	0	1
10B. Provide noise abatement procedures	Total	51	11	8	23	6
	Very Satisfied	25	8	3	10	3
	Somewhat Satisfied	49.0%	72.7%	37.5%	43.5%	50.0%
	Somewhat Dissatisfied	19	2	3	11	3
	DK/NA	37.3%	18.2%	37.5%	47.8%	50.0%
	Very Dissatisfied	3	0	1	2	0
10C. Maintain runways	Total	51	11	8	23	6
	Very Satisfied	42	9	8	19	5
	Somewhat Satisfied	82.4%	81.8%	100.0%	82.6%	83.3%
	Somewhat Dissatisfied	7	2	0	3	1
	DK/NA	13.7%	18.2%	.0%	13.0%	16.7%
	Very Dissatisfied	1	0	0	1	0
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	11	8	23	6
	Very Satisfied	35	6	6	18	4
	Somewhat Satisfied	68.6%	54.5%	75.0%	78.3%	66.7%
	Somewhat Dissatisfied	13	4	1	5	2
	DK/NA	25.5%	36.4%	12.5%	21.7%	33.3%
	Very Dissatisfied	2	1	1	0	0
10E. Provide and maintain hangar facilities	Total	51	11	8	23	6
	Very Satisfied	25	6	4	11	3
	Somewhat Satisfied	49.0%	54.5%	50.0%	47.8%	50.0%
	Somewhat Dissatisfied	10	2	1	6	1
	DK/NA	19.6%	18.2%	12.5%	26.1%	16.7%
	Very Dissatisfied	10	2	1	6	0
10F. Provide and maintain fueling and other aircraft support services	Total	51	11	8	23	6
	Very Satisfied	28	7	3	14	3
	Somewhat Satisfied	55.3%	63.6%	37.5%	60.9%	50.0%
	Somewhat Dissatisfied	10	2	1	6	0
	DK/NA	19.6%	18.2%	12.5%	26.1%	.0%
	Very Dissatisfied	5	1	2	0	2

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	1	2
	Very Satisfied	0	1
	Somewhat Satisfied	.0%	50.0%
	Somewhat Dissatisfied	1	0
	Very Dissatisfied	100.0%	.0%
	DK/NA	0	1
10B. Provide noise abatement procedures	Total	1	2
	Very Satisfied	0	1
	Somewhat Satisfied	.0%	50.0%
	Somewhat Dissatisfied	0	0
	Very Dissatisfied	0	0
	DK/NA	0	1
10C. Maintain runways	Total	1	2
	Very Satisfied	0	1
	Somewhat Satisfied	.0%	50.0%
	Somewhat Dissatisfied	1	0
	Very Dissatisfied	100.0%	.0%
	DK/NA	0	1
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	1	2
	Very Satisfied	0	1
	Somewhat Satisfied	.0%	50.0%
	Somewhat Dissatisfied	1	0
	Very Dissatisfied	100.0%	.0%
	DK/NA	0	1
10E. Provide and maintain hangar facilities	Total	1	2
	Very Satisfied	0	1
	Somewhat Satisfied	.0%	50.0%
	Somewhat Dissatisfied	0	0
	Very Dissatisfied	0	0
	DK/NA	1	1
10F. Provide and maintain fueling and other aircraft support services	Total	1	2
	Very Satisfied	0	1

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	63.6%	37.5%	60.9%	50.0%
	Somewhat Satisfied	17	4	5	8	0
	Somewhat Dissatisfied	33.3%	36.4%	62.5%	34.8%	.0%
	Very Dissatisfied	3	0	0	1	1
	DK/NA	5.9%	.0%	.0%	4.3%	16.7%
	Very Dissatisfied	2	0	0	0	2
10G. Provide pilots with information on airport events, operations, and activities	DK/NA	3.9%	.0%	.0%	.0%	33.3%
	Total	1	0	0	0	0
	Very Satisfied	2.0%	.0%	.0%	.0%	.0%
	Somewhat Satisfied	51	11	8	23	6
	Somewhat Dissatisfied	32	9	3	17	2
	Very Dissatisfied	62.7%	81.8%	37.5%	73.9%	33.3%
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied	17	2	5	6	3
	DK/NA	33.3%	18.2%	62.5%	26.1%	50.0%
	Very Satisfied	2	0	0	0	1
	Somewhat Satisfied	3.9%	.0%	.0%	.0%	16.7%
	Very Satisfied	51	11	8	23	6
	Somewhat Satisfied	10	2	0	5	2
10H. Keep airport and hangar fees at affordable levels	Somewhat Dissatisfied	19.6%	18.2%	.0%	21.7%	33.3%
	Very Satisfied	20	6	4	8	1
	Somewhat Satisfied	39.2%	54.5%	50.0%	34.8%	16.7%
	Somewhat Dissatisfied	10	1	2	5	2
	Very Satisfied	19.6%	9.1%	25.0%	21.7%	33.3%
	DK/NA	1	0	0	1	0
10H. Keep airport and hangar fees at affordable levels	Very Dissatisfied	10	2	2	4	1
	Somewhat Dissatisfied	19.6%	18.2%	25.0%	17.4%	16.7%
	DK/NA	1	0	0	1	0
	Very Dissatisfied	2.0%	.0%	.0%	4.3%	.0%

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	.0%	50.0%
	Somewhat Satisfied	0	0
	Somewhat Dissatisfied	.0%	.0%
	Very Dissatisfied	1	0
	DK/NA	100.0%	.0%
	Total	0	0
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	.0%	50.0%
	Somewhat Satisfied	1	0
	DK/NA	100.0%	.0%
	Total	0	1
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	.0%	50.0%
	Somewhat Satisfied	0	1
	Somewhat Dissatisfied	.0%	50.0%
	Very Dissatisfied	0	0
	DK/NA	100.0%	.0%
	Total	0	0

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				
	Somewhat Satisfied			.b	
	Somewhat Dissatisfied	.b	.b	.b	.b
	DK/NA				
10B. Provide noise abatement procedures	Very Satisfied				
	Somewhat Satisfied	.b			.b
	Somewhat Dissatisfied	.b		.b	.b
	DK/NA	.b	.b	.b	.b
10C. Maintain runways	Very Satisfied		.b		
	Somewhat Satisfied	.b	.b		.b
	Somewhat Dissatisfied	.b	.b	.b	.b
	DK/NA	.b	.b	.b	.b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied				
	Somewhat Satisfied			.b	.b
	Somewhat Dissatisfied	.b	.b	.b	.b
	DK/NA	.b	.b	.b	.b
10E. Provide and maintain hangar facilities	Very Satisfied				
	Somewhat Satisfied				.b
	Somewhat Dissatisfied			.b	.b
	DK/NA	.b	.b	.b	.b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied				
	Somewhat Satisfied				.b
	Somewhat Dissatisfied	.b	.b	.b	.b
	DK/NA	.b	.b	.b	.b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied				
	Somewhat Satisfied			.b	
	DK/NA	.b	.b	.b	
	Very Satisfied		.b		
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied				
	Somewhat Dissatisfied				
	Very Dissatisfied	.b	.b		.b
	DK/NA	.b	.b		.b

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10B. Provide noise abatement procedures	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10C. Maintain runways	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10E. Provide and maintain hangar facilities	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	a,b	.b
	Somewhat Satisfied	a,b	.b
	Somewhat Dissatisfied	a,b	.b
	DK/NA	a,b	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	36	5	10	2
	Very Satisfied	32 62.7%	24 66.7%	5 100.0%	4 40.0%	1 50.0%
	Somewhat Satisfied	14 27.5%	9 25.0%	0 .0%	6 60.0%	0 .0%
	Somewhat Dissatisfied	4 7.8%	3 8.3%	0 .0%	0 .0%	1 50.0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
10B. Provide noise abatement procedures	Total	51	36	5	10	2
	Very Satisfied	25 49.0%	18 50.0%	3 60.0%	5 50.0%	1 50.0%
	Somewhat Satisfied	19 37.3%	13 36.1%	2 40.0%	3 30.0%	1 50.0%
	Somewhat Dissatisfied	3 5.9%	2 5.6%	0 .0%	1 10.0%	0 .0%
	Very Dissatisfied	3 5.9%	3 8.3%	0 .0%	1 10.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
10C. Maintain runways	Total	51	36	5	10	2
	Very Satisfied	42 82.4%	31 86.1%	5 100.0%	7 70.0%	1 50.0%
	Somewhat Satisfied	7 13.7%	4 11.1%	0 .0%	3 30.0%	1 50.0%
	Somewhat Dissatisfied	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	36	5	10	2
	Very Satisfied	35 68.6%	27 75.0%	4 80.0%	4 40.0%	1 50.0%
	Somewhat Satisfied	13 25.5%	9 25.0%	1 20.0%	4 40.0%	1 50.0%
	Somewhat Dissatisfied	2 3.9%	0 .0%	0 .0%	2 20.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
10E. Provide and maintain hangar facilities	Total	51	36	5	10	2
	Very Satisfied	25 49.0%	19 52.8%	5 100.0%	3 30.0%	1 50.0%
	Somewhat Satisfied	10 19.6%	8 22.2%	0 .0%	3 30.0%	0 .0%
	Somewhat Dissatisfied	10 19.6%	6 16.7%	0 .0%	4 40.0%	0 .0%
	Very Dissatisfied	5 9.8%	3 8.3%	0 .0%	0 .0%	1 50.0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	1	4	1
	Very Satisfied	1 100.0%	3 75.0%	1 100.0%
	Somewhat Satisfied	0 .0%	0 .0%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
	Total	1	4	1
10B. Provide noise abatement procedures	Very Satisfied	1 100.0%	1 25.0%	1 100.0%
	Somewhat Satisfied	0 .0%	2 50.0%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
	Total	1	4	1
10C. Maintain runways	Very Satisfied	1 100.0%	2 50.0%	1 100.0%
	Somewhat Satisfied	0 .0%	1 25.0%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
	Total	1	4	1
	Very Satisfied	0 .0%	2 50.0%	1 100.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	1 100.0%	1 25.0%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
	Total	1	4	1
	Very Satisfied	0 .0%	1 25.0%	1 100.0%
	Somewhat Satisfied	1 100.0%	0 .0%	0 .0%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	0 .0%	1 25.0%	0 .0%
	Very Dissatisfied	0 .0%	1 25.0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
10F. Provide and maintain fueling and other aircraft support services	Total	51	36	5	10	2
	Very Satisfied	28 54.9%	22 61.1%	5 100.0%	3 30.0%	0 .0%
	Somewhat Satisfied	17 33.3%	13 36.1%	0 .0%	5 50.0%	0 .0%
	Somewhat Dissatisfied	3 5.9%	1 2.8%	0 .0%	1 10.0%	1 50.0%
	Very Dissatisfied	2 3.9%	0 .0%	0 .0%	1 10.0%	1 50.0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	51	36	5	10	2
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	24 66.7%	4 80.0%	4 40.0%	1 50.0%
	Somewhat Satisfied	17 33.3%	12 33.3%	1 20.0%	6 60.0%	1 50.0%
	DK/NA	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	51	36	5	10	2
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	10 19.6%	7 19.4%	1 20.0%	1 10.0%	0 .0%
	Somewhat Satisfied	20 39.2%	14 38.9%	0 .0%	5 50.0%	0 .0%
	Somewhat Dissatisfied	10 19.6%	7 19.4%	1 20.0%	1 10.0%	1 50.0%
	Very Dissatisfied	10 19.6%	7 19.4%	2 40.0%	3 30.0%	1 50.0%
	DK/NA	1 2.0%	1 2.8%	1 20.0%	0 .0%	0 .0%
	Total	51	36	5	10	2

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
10F. Provide and maintain fueling and other aircraft support services	Total	1	4	1
	Very Satisfied	1 100.0%	2 50.0%	1 100.0%
	Somewhat Satisfied	0 .0%	1 25.0%	0 .0%
	Somewhat Dissatisfied	0 .0%	0 .0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	0 .0%
	10G. Provide pilots with information on airport events, operations, and activities	Total	1	4	1
Very Satisfied		1 100.0%	2 50.0%	1 100.0%
Somewhat Satisfied		0 .0%	0 .0%	0 .0%
DK/NA		0 .0%	2 50.0%	0 .0%
10H. Keep airport and hangar fees at affordable levels	Total	1	4	1
	Very Satisfied	0 .0%	0 .0%	1 100.0%
	Somewhat Satisfied	1 100.0%	3 75.0%	0 .0%
	Somewhat Dissatisfied	0 .0%	1 25.0%	0 .0%
	Very Dissatisfied	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	.	a	.	a
	Somewhat Satisfied	.	a	A	.
	Somewhat Dissatisfied	.	a	a	.
	DK/NA	a	a	a	a
	Very Satisfied	.	.	.	.
10B. Provide noise abatement procedures	Somewhat Satisfied	.	a	.	a
	Somewhat Dissatisfied	.	a	.	a
	Very Dissatisfied	.	a	a	a
	DK/NA	a	a	a	a
10C. Maintain runways	Very Satisfied	.	a	.	.
	Somewhat Satisfied	.	a	.	.
	Somewhat Dissatisfied	.	a	a	a
	DK/NA	a	a	a	a
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	.	.	.	.
	Somewhat Satisfied	a	a	.	a
	Somewhat Dissatisfied	a	a	a	a
	DK/NA	.	a	.	.
10E. Provide and maintain hangar facilities	Very Satisfied	.	a	.	a
	Somewhat Satisfied	.	a	.	a
	Somewhat Dissatisfied	.	a	.	a
	Very Dissatisfied	a	a	a	a
10F. Provide and maintain fueling and other aircraft support services	DK/NA	.	a	.	.
	Very Satisfied	.	a	.	a
	Somewhat Satisfied	.	a	.	a
	Somewhat Dissatisfied	.	a	.	A
10G. Provide pilots with information on airport events, operations, and activities	Very Dissatisfied	a	a	.	a
	DK/NA	a	a	a	a
	Very Satisfied	.	.	.	.
	Somewhat Satisfied	a	a	a	a
10H. Keep airport and hangar fees at affordable levels	DK/NA	.	.	.	.
	Very Satisfied	.	a	.	a
	Somewhat Satisfied	.	.	.	.
	Somewhat Dissatisfied	.	.	.	.
	Very Dissatisfied	.	.	a	a
	DK/NA	.	.	.	.

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	a	a,,b
	Somewhat Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
10B. Provide noise abatement procedures	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	a	a,,b
	Very Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
10C. Maintain runways	Very Satisfied	a,,b	.	a,,b
	Somewhat Satisfied	a,,b	a	a,,b
	Somewhat Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,,b	.	a,,b
	Somewhat Satisfied	a,,b	a	a,,b
	Somewhat Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
10E. Provide and maintain hangar facilities	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	.	a,,b
	Somewhat Dissatisfied	a,,b	.	a,,b
	Very Dissatisfied	a,,b	.	a,,b
10F. Provide and maintain fueling and other aircraft support services	DK/NA	a,,b	.	a,,b
	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	.	a,,b
	Somewhat Dissatisfied	a,,b	a	a,,b
10G. Provide pilots with information on airport events, operations, and activities	Very Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	.	a,,b
	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	.	a,,b
10H. Keep airport and hangar fees at affordable levels	DK/NA	a,,b	.	a,,b
	Very Satisfied	a,,b	a	a,,b
	Somewhat Satisfied	a,,b	.	a,,b
	Somewhat Dissatisfied	a,,b	a	a,,b
	Very Dissatisfied	a,,b	.	a,,b
	DK/NA	a,,b	a	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not sure/No opinion/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	23	27	1
	Very Satisfied	32	12	20	0
		62.7%	52.2%	74.1%	.0%
	Somewhat Satisfied	14	8	6	0
		27.5%	34.8%	22.2%	.0%
	Somewhat Dissatisfied	4	3	1	0
	7.8%	13.0%	3.7%	.0%	
10B. Provide noise abatement procedures	DK/NA	1	0	0	1
		2.0%	.0%	.0%	100.0%
	Total	51	23	27	1
	Very Satisfied	25	10	15	0
		49.0%	43.5%	55.6%	.0%
	Somewhat Satisfied	19	7	12	0
	37.3%	30.4%	44.4%	.0%	
10C. Maintain runways	Somewhat Dissatisfied	3	3	0	0
		5.9%	13.0%	.0%	.0%
	Very Dissatisfied	3	3	0	0
		5.9%	13.0%	.0%	.0%
	DK/NA	1	0	0	1
		2.0%	.0%	.0%	100.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	23	27	1
	Very Satisfied	42	17	25	0
		82.4%	73.9%	92.6%	.0%
	Somewhat Satisfied	7	5	2	0
		13.7%	21.7%	7.4%	.0%
	Somewhat Dissatisfied	1	1	0	0
	2.0%	4.3%	.0%	.0%	
10E. Provide and maintain hangar facilities	DK/NA	1	0	0	1
		2.0%	.0%	.0%	100.0%
	Total	51	23	27	1
	Very Satisfied	35	13	22	0
		68.6%	56.5%	81.5%	.0%
	Somewhat Satisfied	13	9	4	0
	25.5%	39.1%	14.8%	.0%	
10F. Provide and maintain fueling and other aircraft support services	Somewhat Dissatisfied	2	1	1	0
		3.9%	4.3%	3.7%	.0%
	DK/NA	1	0	0	1
		2.0%	.0%	.0%	100.0%
	Total	51	23	27	1
	Very Satisfied	25	9	16	0
	49.0%	39.1%	59.3%	.0%	
10G. Provide pilots with information on airport events, operations, and activities	Somewhat Satisfied	10	5	5	0
		19.6%	21.7%	18.5%	.0%
	Somewhat Dissatisfied	10	6	4	0
		19.6%	26.1%	14.8%	.0%
	Very Dissatisfied	5	3	2	0
		9.8%	13.0%	7.4%	.0%
10H. Keep airport and hangar fees at affordable levels	DK/NA	1	0	0	1
		2.0%	.0%	.0%	100.0%

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not sure/No opinion/DK/NA
10F. Provide and maintain fueling and other aircraft support services	Total	51	23	27	1
	Very Satisfied	28	11	17	0
		54.9%	47.8%	63.0%	.0%
	Somewhat Satisfied	17	9	8	0
		33.3%	39.1%	29.6%	.0%
	Somewhat Dissatisfied	3	2	1	0
		5.9%	8.7%	3.7%	.0%
10G. Provide pilots with information on airport events, operations, and activities	Total	51	23	27	1
	Very Satisfied	32	9	23	0
		62.7%	39.1%	85.2%	.0%
	Somewhat Satisfied	17	13	4	0
		33.3%	56.5%	14.8%	.0%
	DK/NA	2	1	0	1
		3.9%	4.3%	.0%	100.0%
10H. Keep airport and hangar fees at affordable levels	Total	51	23	27	1
	Very Satisfied	10	2	8	0
		19.6%	8.7%	29.6%	.0%
	Somewhat Satisfied	20	9	10	1
		39.2%	39.1%	37.0%	100.0%
	Somewhat Dissatisfied	10	3	7	0
		19.6%	13.0%	25.9%	.0%
10I. Provide pilots with information on airport events, operations, and activities	Very Dissatisfied	10	9	1	0
		19.6%	39.1%	3.7%	.0%
	DK/NA	1	0	1	0
		2.0%	.0%	3.7%	.0%

Comparisons of Column Proportions^c

		Amount Airport is Doing About Noise/Low Flying Aircraft		
		Too much	Right amount	Not sure/No opinion/DK/NA
		(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied			a,b
10B. Provide noise abatement procedures	DK/NA	.b	.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied		.b	a,b
10C. Maintain runways	Somewhat Dissatisfied		.b	a,b
	Very Dissatisfied	.b	.b	a,b
	DK/NA			a,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied	.b	.b	a,b
10E. Provide and maintain hangar facilities	DK/NA	.b	.b	a,b
	Very Satisfied			a,b
	Somewhat Satisfied			a,b
10F. Provide and maintain fueling and other aircraft support services	Somewhat Dissatisfied		.b	a,b
	Very Dissatisfied	.b	.b	a,b
	DK/NA			a,b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied		A	a,b
	Somewhat Satisfied	B	.b	a,b
	DK/NA			a,b
10H. Keep airport and hangar fees at affordable levels	Very Satisfied			a,b
	Somewhat Satisfied			a,b
	Somewhat Dissatisfied	B	.b	a,b
	Very Dissatisfied	.b		a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	1	4	46
	Very Satisfied	32 62.7%	0 .0%	3 75.0%	29 63.0%
	Somewhat Satisfied	14 27.5%	1 100.0%	1 25.0%	12 26.1%
	Somewhat Dissatisfied	4 7.8%	0 .0%	0 .0%	4 8.7%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
10B. Provide noise abatement procedures	Very Satisfied	25 49.0%	0 .0%	3 75.0%	22 47.8%
	Somewhat Satisfied	19 37.3%	0 .0%	1 25.0%	18 39.1%
	Somewhat Dissatisfied	3 5.9%	0 .0%	0 .0%	3 6.5%
	Very Dissatisfied	3 5.9%	1 100.0%	0 .0%	2 4.3%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
10C. Maintain runways	Very Satisfied	42 82.4%	0 .0%	3 75.0%	39 84.8%
	Somewhat Satisfied	7 13.7%	1 100.0%	1 25.0%	5 10.9%
	Somewhat Dissatisfied	1 2.0%	0 .0%	0 .0%	1 2.2%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
	Very Satisfied	35 68.6%	0 .0%	3 75.0%	32 69.6%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	13 25.5%	1 100.0%	0 .0%	12 26.1%
	Somewhat Dissatisfied	2 3.9%	0 .0%	1 25.0%	1 2.2%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
	Very Satisfied	25 49.0%	0 .0%	2 50.0%	23 50.0%
	Somewhat Satisfied	10 19.6%	1 100.0%	0 .0%	9 19.6%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	10 19.6%	0 .0%	2 50.0%	8 17.4%
	Very Dissatisfied	5 9.8%	0 .0%	0 .0%	5 10.9%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
	Very Satisfied	28	0	3	25
	Very Dissatisfied	5	0	0	5

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	.0%	75.0%	54.3%
	Somewhat Satisfied	17 33.3%	1 100.0%	1 25.0%	15 32.6%
	Somewhat Dissatisfied	3 5.9%	0 .0%	0 .0%	3 6.5%
	Very Dissatisfied	2 3.9%	0 .0%	0 .0%	2 4.3%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 2.2%
	Total	51	1	4	46
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	0 .0%	3 75.0%	29 63.0%
	Somewhat Satisfied	17 33.3%	1 100.0%	1 25.0%	15 32.6%
	DK/NA	2 3.9%	0 .0%	0 .0%	2 4.3%
	Total	51	1	4	46
	Very Satisfied	10 19.6%	0 .0%	1 25.0%	9 19.6%
	Somewhat Satisfied	20 39.2%	0 .0%	1 25.0%	19 41.3%
10H. Keep airport and hangar fees at affordable levels	Somewhat Dissatisfied	10 19.6%	0 .0%	1 25.0%	9 19.6%
	Very Dissatisfied	10 19.6%	1 100.0%	0 .0%	9 19.6%
	DK/NA	1 2.0%	0 .0%	1 25.0%	0 .0%

Comparisons of Column Proportions^c

		Reduce Number of Flights		
		Strongly agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b		
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b	.b	
10B. Provide noise abatement procedures	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b	.b	
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b	.b	
10C. Maintain runways	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b		
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b	.b	
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,,b	.b	
	Somewhat Satisfied	a,,b		
	Somewhat Dissatisfied	a,,b	C	
	DK/NA	a,,b	.b	
10E. Provide and maintain hangar facilities	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b	.b	
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b	.b	
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b	.b	
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b	.b	
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b	.b	
	DK/NA	a,,b		
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	a,,b		
	Somewhat Satisfied	a,,b		
	Somewhat Dissatisfied	a,,b	.b	
	DK/NA	a,,b		.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	7	20	12	11
	Very Satisfied	32	3	13	9	7
		62.7%	42.9%	65.0%	75.0%	63.6%
	Somewhat Satisfied	14	3	5	3	2
		27.5%	42.9%	25.0%	25.0%	18.2%
	Somewhat Dissatisfied	4	0	2	0	2
	7.8%	.0%	10.0%	.0%	18.2%	
	DK/NA	1	1	0	0	0
		2.0%	14.3%	.0%	.0%	.0%
10B. Provide noise abatement procedures	Total	51	7	20	12	11
	Very Satisfied	25	0	8	7	9
		49.0%	.0%	40.0%	58.3%	81.8%
	Somewhat Satisfied	19	4	10	4	1
		37.3%	57.1%	50.0%	33.3%	9.1%
	Somewhat Dissatisfied	3	1	1	1	0
	5.9%	14.3%	5.0%	8.3%	.0%	
	Very Dissatisfied	3	1	1	0	1
		5.9%	14.3%	5.0%	.0%	9.1%
	DK/NA	1	1	0	0	0
		2.0%	14.3%	.0%	.0%	.0%
10C. Maintain runways	Total	51	7	20	12	11
	Very Satisfied	42	5	16	10	10
		82.4%	71.4%	80.0%	83.3%	90.9%
	Somewhat Satisfied	7	1	3	2	1
		13.7%	14.3%	15.0%	16.7%	9.1%
	Somewhat Dissatisfied	1	0	1	0	0
	2.0%	.0%	5.0%	.0%	.0%	
	DK/NA	1	1	0	0	0
		2.0%	14.3%	.0%	.0%	.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	7	20	12	11
	Very Satisfied	35	4	15	9	7
		68.6%	57.1%	75.0%	75.0%	63.6%
	Somewhat Satisfied	13	2	5	2	4
		25.5%	28.6%	25.0%	16.7%	36.4%
	Somewhat Dissatisfied	2	0	0	1	0
	3.9%	.0%	.0%	8.3%	.0%	
	DK/NA	1	1	0	0	0
		2.0%	14.3%	.0%	.0%	.0%
10E. Provide and maintain hangar facilities	Total	51	7	20	12	11
	Very Satisfied	25	4	8	8	5
		49.0%	57.1%	40.0%	66.7%	45.5%
	Somewhat Satisfied	10	1	7	1	1
		19.6%	14.3%	35.0%	8.3%	9.1%
	Somewhat Dissatisfied	10	0	4	2	3
	19.6%	.0%	20.0%	16.7%	27.3%	
	Very Dissatisfied	5	1	1	1	2
		9.8%	14.3%	5.0%	8.3%	18.2%
	DK/NA	1	1	0	0	0
		2.0%	14.3%	.0%	.0%	.0%
10F. Provide and maintain fueling and other aircraft support services	Total	51	7	20	12	11
	Very Satisfied	28	3	10	7	8

		Remain the Way it Is
		Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	1
	Very Satisfied	0 .0%
	Somewhat Satisfied	1 100.0%
	Somewhat Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	1
10B. Provide noise abatement procedures	Very Satisfied	1 100.0%
	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	1
10C. Maintain runways	Very Satisfied	1 100.0%
	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	1
	Very Satisfied	0 .0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	1 100.0%
	DK/NA	0 .0%
	Total	1
	Very Satisfied	0 .0%
	Somewhat Satisfied	0 .0%
10E. Provide and maintain hangar facilities	Somewhat Dissatisfied	1 100.0%
	Very Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	1
	Very Satisfied	0 .0%
	Very Satisfied	0

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	42.9%	50.0%	58.3%	72.7%
	Somewhat Satisfied	17 33.3%	3 42.9%	6 30.0%	5 41.7%	2 18.2%
	Somewhat Dissatisfied	3 5.9%	0 .0%	2 10.0%	0 .0%	1 9.1%
	Very Dissatisfied	2 3.9%	0 .0%	2 10.0%	0 .0%	0 .0%
	DK/NA	1 2.0%	1 14.3%	0 .0%	0 .0%	0 .0%
	Total	51	7	20	12	11
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	32 62.7%	3 42.9%	12 60.0%	8 66.7%	9 81.8%
	Somewhat Satisfied	17 33.3%	3 42.9%	8 40.0%	3 25.0%	2 18.2%
	DK/NA	2 3.9%	1 14.3%	0 .0%	1 8.3%	0 .0%
	Total	51	7	20	12	11
	Very Satisfied	10 19.6%	0 .0%	3 15.0%	3 25.0%	4 36.4%
	Somewhat Satisfied	20 39.2%	4 57.1%	7 35.0%	6 50.0%	3 27.3%
10H. Keep airport and hangar fees at affordable levels	Somewhat Dissatisfied	10 19.6%	2 28.6%	5 25.0%	2 16.7%	1 9.1%
	Very Dissatisfied	10 19.6%	1 14.3%	5 25.0%	0 .0%	3 27.3%
	DK/NA	1 2.0%	0 .0%	0 .0%	1 8.3%	0 .0%

		Remain the Way it Is
		Not sure/DK/NA
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	.0%
	Somewhat Satisfied	1 100.0%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	0 .0%
	DK/NA	0 .0%
	Total	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	0 .0%
	Somewhat Satisfied	1 100.0%
	DK/NA	0 .0%
	Total	1
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	0 .0%
	Somewhat Satisfied	0 .0%
	Somewhat Dissatisfied	0 .0%
	Very Dissatisfied	1 100.0%
	DK/NA	0 .0%
	Total	1

Comparisons of Column Proportions^c

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied				
	Somewhat Satisfied				
	Somewhat Dissatisfied	.b		.b	.b
	DK/NA	.b	.b	.b	.b
10B. Provide noise abatement procedures	Very Satisfied				
	Somewhat Satisfied				.b
	Somewhat Dissatisfied			.b	.b
	Very Dissatisfied		.b	.b	.b
10C. Maintain runways	Very Satisfied				
	Somewhat Satisfied				.b
	Somewhat Dissatisfied	.b		.b	.b
	DK/NA	.b	.b	.b	.b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied				
	Somewhat Satisfied	.b	.b		.b
	Somewhat Dissatisfied	.b	.b	.b	.b
	DK/NA	.b	.b	.b	.b
10E. Provide and maintain hangar facilities	Very Satisfied				
	Somewhat Satisfied	.b			
	Somewhat Dissatisfied	.b		.b	.b
	Very Dissatisfied		.b	.b	.b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied				
	Somewhat Satisfied	.b		.b	.b
	Somewhat Dissatisfied	.b		.b	.b
	DK/NA	.b	.b	.b	.b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied				
	Somewhat Satisfied		.b		.b
	DK/NA		.b		.b
	Very Satisfied	.b	.b		
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied				
	Somewhat Dissatisfied			.b	
	Very Dissatisfied	.b	.b	.b	.b
	DK/NA	.b	.b	.b	.b

Comparisons of Column Proportions^c

		Remain the Way it Is
		Not sure/DK/NA
		(E)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10B. Provide noise abatement procedures	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10C. Maintain runways	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10E. Provide and maintain hangar facilities	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	20	18	6	7
	Very Satisfied	32	16	12	1	3
		62.7%	80.0%	66.7%	16.7%	42.9%
	Somewhat Satisfied	14	3	5	3	3
		27.5%	15.0%	27.8%	50.0%	42.9%
10B. Provide noise abatement procedures	Somewhat Dissatisfied	4	0	1	2	1
		7.8%	.0%	5.6%	33.3%	14.3%
	DK/NA	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
	Total	51	20	18	6	7
10B. Provide noise abatement procedures	Very Satisfied	25	11	9	2	3
		49.0%	55.0%	50.0%	33.3%	42.9%
	Somewhat Satisfied	19	7	8	1	3
		37.3%	35.0%	44.4%	16.7%	42.9%
	Somewhat Dissatisfied	3	1	0	2	0
10C. Maintain runways		5.9%	5.0%	.0%	33.3%	.0%
	Very Dissatisfied	3	0	1	1	1
		5.9%	.0%	5.6%	16.7%	14.3%
	DK/NA	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
10C. Maintain runways	Total	51	20	18	6	7
	Very Satisfied	42	16	16	5	5
		82.4%	80.0%	88.9%	83.3%	71.4%
	Somewhat Satisfied	7	2	2	1	2
		13.7%	10.0%	11.1%	16.7%	28.6%
10D. Maintain taxiways, parking ramps, and hangar ramps	Somewhat Dissatisfied	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
	DK/NA	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
	Total	51	20	18	6	7
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	35	15	13	5	2
		68.6%	75.0%	72.2%	83.3%	28.6%
	Somewhat Satisfied	13	2	5	1	5
		25.5%	10.0%	27.8%	16.7%	71.4%
	Somewhat Dissatisfied	2	2	0	0	0
10E. Provide and maintain hangar facilities		3.9%	10.0%	.0%	.0%	.0%
	DK/NA	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
	Total	51	20	18	6	7
	Very Satisfied	25	11	10	2	2
10E. Provide and maintain hangar facilities		49.0%	55.0%	55.6%	33.3%	28.6%
	Somewhat Satisfied	10	1	4	3	2
		19.6%	5.0%	22.2%	50.0%	28.6%
	Somewhat Dissatisfied	10	6	3	0	1
		19.6%	30.0%	16.7%	.0%	14.3%
10F. Provide and maintain fueling and other aircraft support services	Very Dissatisfied	5	1	1	1	2
		9.8%	5.0%	5.6%	16.7%	28.6%
	DK/NA	1	1	0	0	0
		2.0%	5.0%	.0%	.0%	.0%
	Total	51	20	18	6	7
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	28	14	10	1	3

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	70.0%	55.6%	16.7%	42.9%
		17	5	5	4	3
	Somewhat Satisfied	33.3%	25.0%	27.8%	66.7%	42.9%
		3	0	2	1	0
	Somewhat Dissatisfied	5.9%	.0%	11.1%	16.7%	.0%
		2	0	1	0	1
	Very Dissatisfied	3.9%	.0%	5.6%	.0%	14.3%
		1	1	0	0	0
	DK/NA	2.0%	5.0%	.0%	.0%	.0%
	Total	51	20	18	6	7
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	62.7%	75.0%	66.7%	50.0%	28.6%
		32	15	12	3	2
	Somewhat Satisfied	33.3%	20.0%	27.8%	50.0%	71.4%
		17	4	5	3	5
	DK/NA	3.9%	5.0%	5.6%	.0%	.0%
		2	1	1	0	0
	Total	51	20	18	6	7
10H. Keep airport and hangar fees at affordable levels	Very Satisfied	19.6%	15.0%	33.3%	16.7%	.0%
		10	3	6	1	0
	Somewhat Satisfied	39.2%	50.0%	27.8%	50.0%	28.6%
		20	10	5	3	2
	Somewhat Dissatisfied	19.6%	20.0%	22.2%	.0%	28.6%
		10	4	4	0	2
	Very Dissatisfied	19.6%	10.0%	16.7%	33.3%	42.9%
	10	2	3	2	3	
	DK/NA	2.0%	5.0%	.0%	.0%	.0%
		1	1	0	0	0

Comparisons of Column Proportions^b

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	C			
	Somewhat Satisfied				
	Somewhat Dissatisfied	a		a	a
	DK/NA		a		
	Very Satisfied				
10B. Provide noise abatement procedures	Somewhat Satisfied		a		a
	Somewhat Dissatisfied	a			
	Very Dissatisfied		a	a	a
	DK/NA				
10C. Maintain runways	Very Satisfied				
	Somewhat Satisfied		a	a	a
	Somewhat Dissatisfied		a	a	a
	DK/NA				
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied				
	Somewhat Satisfied		a	a	A
	Somewhat Dissatisfied		a	a	a
	DK/NA				
10E. Provide and maintain hangar facilities	Very Satisfied				
	Somewhat Satisfied			A	a
	Somewhat Dissatisfied			a	
	Very Dissatisfied		a	a	a
10F. Provide and maintain fueling and other aircraft support services	DK/NA				
	Very Satisfied				
	Somewhat Satisfied	a			a
	Somewhat Dissatisfied	a		a	a
10G. Provide pilots with information on airport events, operations, and activities	Very Dissatisfied		a	a	a
	DK/NA				
	Very Satisfied				
	Somewhat Satisfied			a	a
10H. Keep airport and hangar fees at affordable levels	DK/NA				
	Very Satisfied				
	Somewhat Satisfied			a	a
	Somewhat Dissatisfied			a	a
	Very Dissatisfied		a	a	a
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				First Favorable/Unfavorable
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	
10A. Provide high quality community aviation facilities and services to meet local needs	Total	51	39	9	1	1
	Very Satisfied	32	29	3	0	0
		62.7%	74.4%	33.3%	.0%	.0%
	Somewhat Satisfied	14	7	5	0	1
		27.5%	17.9%	55.6%	.0%	100.0%
10B. Provide noise abatement procedures	Total	51	39	9	1	1
	Very Satisfied	25	21	3	0	1
		49.0%	53.8%	33.3%	.0%	100.0%
	Somewhat Satisfied	19	14	4	0	0
		37.3%	35.9%	44.4%	.0%	.0%
10C. Maintain runways	Total	51	39	9	1	1
	Very Satisfied	42	32	8	0	1
		82.4%	82.1%	88.9%	.0%	100.0%
	Somewhat Satisfied	7	5	1	1	0
		13.7%	12.8%	11.1%	100.0%	.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	51	39	9	1	1
	Very Satisfied	35	29	6	0	0
		68.6%	74.4%	66.7%	.0%	.0%
	Somewhat Satisfied	13	8	2	1	1
		25.5%	20.5%	22.2%	100.0%	100.0%
10E. Provide and maintain hangar facilities	Total	51	39	9	1	1
	Very Satisfied	25	20	4	0	0
		49.0%	51.3%	44.4%	.0%	.0%
	Somewhat Satisfied	10	6	4	0	0
		19.6%	15.4%	44.4%	.0%	.0%
10F. Provide and maintain fueling and other aircraft support services	Total	51	39	9	1	1
	Very Satisfied	28	25	3	0	0

		First Favorable/Unfavorable	Not sure/No opinion/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	Total	1	0
	Very Satisfied	0	.0%
	Somewhat Satisfied	1	100.0%
	Somewhat Dissatisfied	0	.0%
	DK/NA	0	.0%
10B. Provide noise abatement procedures	Total	1	0
	Very Satisfied	0	.0%
	Somewhat Satisfied	1	100.0%
	Somewhat Dissatisfied	0	.0%
	Very Dissatisfied	0	.0%
10C. Maintain runways	Total	1	0
	Very Satisfied	1	100.0%
	Somewhat Satisfied	0	.0%
	Somewhat Dissatisfied	0	.0%
	DK/NA	0	.0%
10D. Maintain taxiways, parking ramps, and hangar ramps	Total	1	0
	Very Satisfied	0	.0%
	Somewhat Satisfied	1	100.0%
	Somewhat Dissatisfied	0	.0%
	DK/NA	0	.0%
10E. Provide and maintain hangar facilities	Total	1	0
	Very Satisfied	1	100.0%
	Somewhat Satisfied	0	.0%
	Somewhat Dissatisfied	0	.0%
	Very Dissatisfied	0	.0%
10F. Provide and maintain fueling and other aircraft support services	Total	1	0
	Very Satisfied	0	.0%

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	54.9%	64.1%	33.3%	.0%	.0%
		17	12	3	0	1
	Somewhat Satisfied	33.3%	30.8%	33.3%	.0%	100.0%
		3	0	2	1	0
	Somewhat Dissatisfied	5.9%	.0%	22.2%	100.0%	.0%
		2	1	1	0	0
	Very Dissatisfied	3.9%	2.6%	11.1%	.0%	.0%
		1	1	0	0	0
	DK/NA	2.0%	2.6%	.0%	.0%	.0%
	Total	51	39	9	1	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	62.7%	71.8%	44.4%	.0%	.0%
		32	28	4	0	0
	Somewhat Satisfied	33.3%	23.1%	55.6%	100.0%	100.0%
		17	9	5	1	1
	DK/NA	3.9%	5.1%	.0%	.0%	.0%
		2	2	0	0	0
10H. Keep airport and hangar fees at affordable levels	Total	51	39	9	1	1
		10	10	0	0	0
	Very Satisfied	19.6%	25.6%	.0%	.0%	.0%
		20	16	3	0	0
	Somewhat Satisfied	39.2%	41.0%	33.3%	.0%	.0%
		10	8	2	0	0
	Somewhat Dissatisfied	19.6%	20.5%	22.2%	.0%	.0%
	10	5	3	1	1	
	Very Dissatisfied	19.6%	12.8%	33.3%	100.0%	100.0%
		1	0	1	0	0
	DK/NA	2.0%	.0%	11.1%	.0%	.0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	.0%
		1
	Somewhat Satisfied	100.0%
		0
	Somewhat Dissatisfied	.0%
		0
	Very Dissatisfied	.0%
		0
	DK/NA	.0%
	Total	1
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	.0%
		1
	Somewhat Satisfied	100.0%
		0
	DK/NA	.0%
		0
10H. Keep airport and hangar fees at affordable levels	Total	1
		0
	Very Satisfied	.0%
		1
	Somewhat Satisfied	100.0%
		0
	Somewhat Dissatisfied	.0%
	0	
	Very Dissatisfied	.0%
		0
	DK/NA	.0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	B		a,,b	a,,b
	Somewhat Satisfied		A	a,,b	a,,b
	Somewhat Dissatisfied			a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10B. Provide noise abatement procedures	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied			a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10C. Maintain runways	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied		.b	a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied			a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10E. Provide and maintain hangar facilities	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied			a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied	.b		a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied			a,,b	a,,b
	Somewhat Satisfied			a,,b	a,,b
	DK/NA		.b	a,,b	a,,b
	Very Satisfied		.b	a,,b	a,,b
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied			a,,b	a,,b
	Somewhat Dissatisfied			a,,b	a,,b
	Very Dissatisfied			a,,b	a,,b
	DK/NA	.b		a,,b	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
10A. Provide high quality community aviation facilities and services to meet local needs	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10B. Provide noise abatement procedures	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10C. Maintain runways	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10D. Maintain taxiways, parking ramps, and hangar ramps	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10E. Provide and maintain hangar facilities	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10F. Provide and maintain fueling and other aircraft support services	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	DK/NA	a,,b
10G. Provide pilots with information on airport events, operations, and activities	Very Satisfied	a,,b
	Somewhat Satisfied	a,,b
	DK/NA	a,,b
	Very Satisfied	a,,b
10H. Keep airport and hangar fees at affordable levels	Somewhat Satisfied	a,,b
	Somewhat Dissatisfied	a,,b
	Very Dissatisfied	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
Total	51	51
Paving for gliders	1 2.0%	1 2.0%
Competative fuel prices	8 15.7%	8 15.7%
Better food	1 2.0%	1 2.0%
More restrooms	1 2.0%	1 2.0%
Deicing services	3 5.9%	3 5.9%
Hangar access/Box hangars	9 17.6%	9 17.6%
Difficult getting/Paying for fuel	1 2.0%	1 2.0%
None/Nothing	3 5.9%	3 5.9%
Satisfied as is	1 2.0%	1 2.0%
Has good leadership/Management/Staff	4 7.8%	4 7.8%
Permanent tower	8 15.7%	8 15.7%
Affordable/Hangar fees/Landing fees	4 7.8%	4 7.8%
Fewer restrictions	1 2.0%	1 2.0%
Heated hangars	2 3.9%	2 3.9%
Use aviation money for aviation purposes	3 5.9%	3 5.9%
Make hangar repairs	1 2.0%	1 2.0%
Additional parking	1 2.0%	1 2.0%
Too much expense for the new facility	1 2.0%	1 2.0%
Antenna/Web cam coverage	1 2.0%	1 2.0%
Do away with temporary tower	1 2.0%	1 2.0%
Reduce staff	2 3.9%	2 3.9%
Washing facilities	2 3.9%	2 3.9%
Shorter curfew hours	1 2.0%	1 2.0%
Other	2 3.9%	2 3.9%
Not sure/DK/NA	1 2.0%	1 2.0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^a

		Total
		(A)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	.
	Competative fuel prices	.
	Better food	.
	More restrooms	.
	Deicing services	.
	Hangar access/Box hangars	.
	Difficult getting/Paying for fuel	.
	None/Nothing	.
	Satisfied as is	.
	Has good leadership/Management/Staff	.
	Permanent tower	.
	Affordable/Hangar fees/Landing fees	.
	Fewer restrictions	.
	Heated hangars	.
	Use aviation money for aviation purposes	.
	Make hangar repairs	.
	Additional parking	.
	Too much expense for the new facility	.
	Antenna/Web cam coverage	.
	Do away with temporary tower	.
Reduce staff	.	
Washing facilities	.	
Shorter curfew hours	.	
Other	.	
Not sure/DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
Total	51	49	1	1
Paving for gliders	1 2.0%	1 2.0%	0 .0%	0 .0%
Competative fuel prices	8 15.7%	7 14.3%	1 100.0%	0 .0%
Better food	1 2.0%	1 2.0%	0 .0%	0 .0%
More restrooms	1 2.0%	1 2.0%	0 .0%	0 .0%
Deicing services	3 5.9%	3 6.1%	0 .0%	0 .0%
Hangar access/Box hangars	9 17.6%	9 18.4%	0 .0%	0 .0%
Difficult getting/Paying for fuel	1 2.0%	1 2.0%	0 .0%	0 .0%
None/Nothing	3 5.9%	3 6.1%	0 .0%	0 .0%
Satisfied as is	1 2.0%	1 2.0%	0 .0%	0 .0%
Has good leadership/Management/Staff	4 7.8%	4 8.2%	0 .0%	0 .0%
Permanent tower	8 15.7%	8 16.3%	0 .0%	0 .0%
Affordable/Hangar fees/Landing fees	4 7.8%	4 8.2%	0 .0%	0 .0%
Fewer restrictions	1 2.0%	1 2.0%	0 .0%	0 .0%
Heated hangars	2 3.9%	2 4.1%	0 .0%	0 .0%
Use aviation money for aviation purposes	3 5.9%	3 6.1%	0 .0%	0 .0%
Make hangar repairs	1 2.0%	1 2.0%	0 .0%	0 .0%
Additional parking	1 2.0%	1 2.0%	0 .0%	0 .0%
Too much expense for the new facility	1 2.0%	0 .0%	0 .0%	1 100.0%
Antenna/Web cam coverage	1 2.0%	1 2.0%	0 .0%	0 .0%
Do away with temporary tower	1 2.0%	1 2.0%	0 .0%	0 .0%
Reduce staff	2 3.9%	2 4.1%	0 .0%	0 .0%
Washing facilities	2 3.9%	2 4.1%	0 .0%	0 .0%
Shorter curfew hours	1 2.0%	1 2.0%	0 .0%	0 .0%
Other	2 3.9%	2 4.1%	0 .0%	0 .0%
Not sure/DK/NA	1 2.0%	1 2.0%	0 .0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders		a,,b	a,,b
	Competative fuel prices		a,,b	a,,b
	Better food		a,,b	a,,b
	More restrooms		a,,b	a,,b
	Deicing services		a,,b	a,,b
	Hangar access/Box hangars		a,,b	a,,b
	Difficult getting/Paying for fuel		a,,b	a,,b
	None/Nothing		a,,b	a,,b
	Satisfied as is		a,,b	a,,b
	Has good leadership/Management/Staff		a,,b	a,,b
	Permanent tower		a,,b	a,,b
	Affordable/Hangar fees/Landing fees		a,,b	a,,b
	Fewer restrictions		a,,b	a,,b
	Heated hangars		a,,b	a,,b
	Use aviation money for aviation purposes		a,,b	a,,b
	Make hangar repairs		a,,b	a,,b
	Additional parking		a,,b	a,,b
	Too much expense for the new facility	.b	a,,b	a,,b
	Antenna/Web cam coverage		a,,b	a,,b
	Do away with temporary tower		a,,b	a,,b
	Reduce staff		a,,b	a,,b
Washing facilities		a,,b	a,,b	
Shorter curfew hours		a,,b	a,,b	
Other		a,,b	a,,b	
Not sure/DK/NA		a,,b	a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Age					Not coded
	Total	30-39	40-49	50-64	65+	
Total	51	2	9	23	16	1
Paving for gliders	1	0	0	0	1	0
	2.0%	.0%	.0%	.0%	6.3%	.0%
Competative fuel prices	8	0	1	5	2	0
	15.7%	.0%	11.1%	21.7%	12.5%	.0%
Better food	1	0	0	0	0	1
	2.0%	.0%	.0%	.0%	.0%	100.0%
More restrooms	1	0	0	0	0	1
	2.0%	.0%	.0%	.0%	.0%	100.0%
Deicing services	3	0	1	2	0	0
	5.9%	.0%	11.1%	8.7%	.0%	.0%
Hangar access/Box hangars	9	1	3	2	3	0
	17.6%	50.0%	33.3%	8.7%	18.8%	.0%
Difficult getting/Paying for fuel	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%
None/Nothing	3	0	2	0	1	0
	5.9%	.0%	22.2%	.0%	6.3%	.0%
Satisfied as is	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%
Has good leadership/Management/Staff	4	0	0	4	0	0
	7.8%	.0%	.0%	17.4%	.0%	.0%
Permanent tower	8	0	2	3	3	0
	15.7%	.0%	22.2%	13.0%	18.8%	.0%
Affordable/Hangar fees/Landing fees	4	1	0	2	1	0
	7.8%	50.0%	.0%	8.7%	6.3%	.0%
Fewer restrictions	1	0	0	0	1	0
	2.0%	.0%	.0%	.0%	6.3%	.0%
Heated hangars	2	0	1	0	1	0
	3.9%	.0%	11.1%	.0%	6.3%	.0%
Use aviation money for aviation purposes	3	0	0	2	1	0
	5.9%	.0%	.0%	8.7%	6.3%	.0%
Make hangar repairs	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%
Additional parking	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%
Too much expense for the new facility	1	0	0	0	1	0
	2.0%	.0%	.0%	.0%	6.3%	.0%
Antenna/Web cam coverage	1	0	0	0	1	0
	2.0%	.0%	.0%	.0%	6.3%	.0%
Do away with temporary tower	1	0	1	0	0	0
	2.0%	.0%	11.1%	.0%	.0%	.0%
Reduce staff	2	1	0	1	0	0
	3.9%	50.0%	.0%	4.3%	.0%	.0%
Washing facilities	2	0	0	0	2	0
	3.9%	.0%	.0%	.0%	12.5%	.0%
Shorter curfew hours	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%
Other	2	0	0	2	0	0
	3.9%	.0%	.0%	8.7%	.0%	.0%
Not sure/DK/NA	1	0	0	1	0	0
	2.0%	.0%	.0%	4.3%	.0%	.0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions ^c

	Age				
	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)
Paving for gliders	a	a	a		a,,b
Competative fuel prices	a				a,,b
Better food	a	a	a	a	a,,b
More restrooms	a	a	a	a	a,,b
Deicing services	a			a	a,,b
Hangar access/Box hangars					a,,b
Difficult getting/Paying for fuel	a	a		a	a,,b
None/Nothing	a		a		a,,b
Satisfied as is	a	a		a	a,,b
Has good leadership/Management/Staff	a	a		a	a,,b
Permanent tower	a				a,,b
Affordable/Hangar fees/Landing fees		a			a,,b
Fewer restrictions	a	a	a		a,,b
Heated hangars			a		a,,b
Use aviation money for aviation purposes	a	a			a,,b
Make hangar repairs	a	a		a	a,,b
Additional parking	a	a			a,,b
Too much expense for the new facility	a	a	a		a,,b
Antenna/Web cam coverage	a	a	a		a,,b
Do away with temporary tower	a		a	a	a,,b
Reduce staff	C			a	a,,b
Washing facilities	a	a	a		a,,b
Shorter curfew hours	a	a		a	a,,b
Other	a	a		a	a,,b
Not sure/DK/NA	a	a		a	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Date						
	Total	May 27	May 28	May 29	May 30	June 2	June 3
Total	51	16	3	2	9	1	4
Paving for gliders	1 2.0%	0 .0%	1 33.3%	0 .0%	0 .0%	0 .0%	0 .0%
Competative fuel prices	8 15.7%	3 18.8%	0 .0%	0 .0%	2 22.2%	0 .0%	1 25.0%
Better food	1 2.0%	0 .0%	1 33.3%	0 .0%	0 .0%	0 .0%	0 .0%
More restrooms	1 2.0%	0 .0%	1 33.3%	0 .0%	0 .0%	0 .0%	0 .0%
Deicing services	3 5.9%	0 .0%	1 33.3%	0 .0%	1 11.1%	0 .0%	0 .0%
Hangar access/Box hangars	9 17.6%	2 12.5%	0 .0%	1 50.0%	3 33.3%	0 .0%	0 .0%
Difficult getting/Paying for fuel	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
None/Nothing	3 5.9%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	1 25.0%
Satisfied as is	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Has good leadership/Management/Staff	4 7.8%	2 12.5%	0 .0%	0 .0%	1 11.1%	0 .0%	0 .0%
Permanent tower	8 15.7%	2 12.5%	0 .0%	0 .0%	3 33.3%	0 .0%	1 25.0%
Affordable/Hangar fees/Landing fees	4 7.8%	2 12.5%	0 .0%	0 .0%	0 .0%	0 .0%	1 25.0%
Fewer restrictions	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Heated hangars	2 3.9%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Use aviation money for aviation purposes	3 5.9%	2 12.5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Make hangar repairs	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Additional parking	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Too much expense for the new facility	1 2.0%	1 6.3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	1 2.0%	0 .0%	0 .0%	0 .0%	1 11.1%	0 .0%	0 .0%
Do away with temporary tower	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	1 100.0%	0 .0%
Reduce staff	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Washing facilities	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Shorter curfew hours	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Other	2 3.9%	0 .0%	0 .0%	1 50.0%	0 .0%	0 .0%	0 .0%
Not sure/DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 13
Total	1	5	2	2	2	3	1
Paving for gliders	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Competative fuel prices	0 .0%	0 .0%	0 .0%	2 100.0%	0 .0%	0 .0%	0 .0%
Better food	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
More restrooms	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Deicing services	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Hangar access/Box hangars	0 .0%	2 40.0%	1 50.0%	0 .0%	0 .0%	0 .0%	0 .0%
Difficult getting/Paying for fuel	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
None/Nothing	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 33.3%	0 .0%
Satisfied as is	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Has good leadership/Management/Staff	1 100.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Permanent tower	0 .0%	0 .0%	1 50.0%	0 .0%	0 .0%	1 33.3%	0 .0%
Affordable/Hangar fees/Landing fees	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Fewer restrictions	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Heated hangars	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Use aviation money for aviation purposes	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Make hangar repairs	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Additional parking	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Too much expense for the new facility	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Do away with temporary tower	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
Reduce staff	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%	1 33.3%	0 .0%
Washing facilities	0 .0%	1 20.0%	1 50.0%	0 .0%	0 .0%	0 .0%	0 .0%
Shorter curfew hours	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	1 100.0%
Other	0 .0%	0 .0%	0 .0%	0 .0%	1 50.0%	0 .0%	0 .0%
Not sure/DK/NA	0 .0%	0 .0%	0 .0%	0 .0%	1 50.0%	0 .0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^c

	Date						
	May 27	May 28	May 29	May 30	June 2	June 3	June 5
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
Paving for gliders	a	.	a	a	a,b	a	a,b
Competative fuel prices	.	a	.	.	a,b	.	a,b
Better food	a	.	a	a	a,b	a	a,b
More restrooms	a	.	a	a	a,b	a	a,b
Deicing services	a	.	a	.	a,b	a	a,b
Hangar access/Box hangars	.	a	.	.	a,b	a	a,b
Difficult getting/Paying for fuel	.	a	a	a	a,b	a	a,b
None/Nothing	.	a	a	a	a,b	.	a,b
Satisfied as is	.	a	a	a	a,b	a	a,b
Has good leadership/Management/Staff	.	a	a	.	a,b	a	a,b
Permanent tower	.	a	a	.	a,b	.	a,b
Affordable/Hangar fees/Landing fees	.	a	a	a	a,b	.	a,b
Fewer restrictions	.	a	a	a	a,b	a	a,b
Heated hangars	.	.	.	.	a,b	a	a,b
Use aviation money for aviation purposes	.	a	a	a	a,b	a	a,b
Make hangar repairs	.	a	a	a	a,b	a	a,b
Additional parking	.	a	a	a	a,b	.	a,b
Too much expense for the new facility	.	a	a	a	a,b	a	a,b
Antenna/Web cam coverage	a	a	a	.	a,b	a	a,b
Do away with temporary tower	a	a	a	a	a,b	a	a,b
Reduce staff	a	a	a	a	a,b	a	a,b
Washing facilities	a	a	a	a	a,b	a	a,b
Shorter curfew hours	a	a	a	a	a,b	a	a,b
Other	a	a	.	a	a,b	a	a,b
Not sure/DK/NA	a	a	a	a	a,b	a	a,b

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^c

	Date					
	June 6	June 7	June 8	June 9	June 10	June 13
	(H)	(I)	(J)	(K)	(L)	(M)
Paving for gliders	a	a	a	a	a	a,b
Competative fuel prices	a	a	a	a	a	a,b
Better food	a	a	a	a	a	a,b
More restrooms	a	a	a	a	a	a,b
Deicing services	.	a	.	a	a	a,b
Hangar access/Box hangars	.	.	a	a	a	a,b
Difficult getting/Paying for fuel	a	a	a	a	a	a,b
None/Nothing	a	a	a	a	.	a,b
Satisfied as is	a	a	a	a	a	a,b
Has good leadership/Management/Staff	a	a	a	a	a	a,b
Permanent tower	a	.	a	a	.	a,b
Affordable/Hangar fees/Landing fees	.	a	a	a	a	a,b
Fewer restrictions	a	a	a	a	a	a,b
Heated hangars	.	.	a	a	a	a,b
Use aviation money for aviation purposes	.	a	a	a	a	a,b
Make hangar repairs	a	a	a	a	a	a,b
Additional parking	a	a	a	a	a	a,b
Too much expense for the new facility	a	a	a	a	a	a,b
Antenna/Web cam coverage	a	a	a	a	a	a,b
Do away with temporary tower	a	a	a	a	a	a,b
Reduce staff	.	a	a	a	.	a,b
Washing facilities	.	.	a	a	a	a,b
Shorter curfew hours	a	a	a	a	a	a,b
Other	a	a	a	.	a	a,b
Not sure/DK/NA	.	.	.	.	a	a,b

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
Total	51	3	48
Paving for gliders	1 2.0%	0 .0%	1 2.1%
Competative fuel prices	8 15.7%	1 33.3%	7 14.6%
Better food	1 2.0%	0 .0%	1 2.1%
More restrooms	1 2.0%	0 .0%	1 2.1%
Deicing services	3 5.9%	0 .0%	3 6.3%
Hangar access/Box hangars	9 17.6%	1 33.3%	8 16.7%
Difficult getting/Paying for fuel	1 2.0%	0 .0%	1 2.1%
None/Nothing	3 5.9%	0 .0%	3 6.3%
Satisfied as is	1 2.0%	0 .0%	1 2.1%
Has good leadership/Management/Staff	4 7.8%	0 .0%	4 8.3%
Permanent tower	8 15.7%	0 .0%	8 16.7%
Affordable/Hangar fees/Landing fees	4 7.8%	0 .0%	4 8.3%
Fewer restrictions	1 2.0%	0 .0%	1 2.1%
Heated hangars	2 3.9%	0 .0%	2 4.2%
Use aviation money for aviation purposes	3 5.9%	1 33.3%	2 4.2%
Make hangar repairs	1 2.0%	1 33.3%	0 .0%
Additional parking	1 2.0%	0 .0%	1 2.1%
Too much expense for the new facility	1 2.0%	0 .0%	1 2.1%
Antenna/Web cam coverage	1 2.0%	0 .0%	1 2.1%
Do away with temporary tower	1 2.0%	0 .0%	1 2.1%
Reduce staff	2 3.9%	0 .0%	2 4.2%
Washing facilities	2 3.9%	0 .0%	2 4.2%
Shorter curfew hours	1 2.0%	0 .0%	1 2.1%
Other	2 3.9%	1 33.3%	1 2.1%
Not sure/DK/NA	1 2.0%	0 .0%	1 2.1%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a	
	Competative fuel prices	a	
	Better food	a	
	More restrooms	a	
	Deicing services	a	
	Hangar access/Box hangars	a	
	Difficult getting/Paying for fuel	a	
	None/Nothing	a	
	Satisfied as is	a	
	Has good leadership/Management/Staff	a	
	Permanent tower	a	
	Affordable/Hangar fees/Landing fees	a	
	Fewer restrictions	a	
	Heated hangars	a	
	Use aviation money for aviation purposes	B	a
	Make hangar repairs	a	a
	Additional parking	a	
	Too much expense for the new facility	a	
	Antenna/Web cam coverage	a	
	Do away with temporary tower	a	
Reduce staff	a		
Washing facilities	a		
Shorter curfew hours	a		
Other	B	a	
Not sure/DK/NA	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
Total	48	31	16	1
Paving for gliders	1 2.1%	0 .0%	1 6.3%	0 .0%
Competative fuel prices	7 14.6%	4 12.9%	3 18.8%	0 .0%
Better food	1 2.1%	0 .0%	1 6.3%	0 .0%
More restrooms	1 2.1%	0 .0%	1 6.3%	0 .0%
Deicing services	3 6.3%	2 6.5%	1 6.3%	0 .0%
Hangar access/Box hangars	8 16.7%	6 19.4%	2 12.5%	0 .0%
Difficult getting/Paying for fuel	1 2.1%	0 .0%	1 6.3%	0 .0%
None/Nothing	3 6.3%	3 9.7%	0 .0%	0 .0%
Satisfied as is	1 2.1%	0 .0%	1 6.3%	0 .0%
Has good leadership/Management/Staff	4 8.3%	1 3.2%	3 18.8%	0 .0%
Permanent tower	8 16.7%	5 16.1%	3 18.8%	0 .0%
Affordable/Hangar fees/Landing fees	4 8.3%	3 9.7%	1 6.3%	0 .0%
Fewer restrictions	1 2.1%	0 .0%	1 6.3%	0 .0%
Heated hangars	2 4.2%	2 6.5%	0 .0%	0 .0%
Use aviation money for aviation purposes	2 4.2%	2 6.5%	0 .0%	0 .0%
Additional parking	1 2.1%	1 3.2%	0 .0%	0 .0%
Too much expense for the new facility	1 2.1%	0 .0%	1 6.3%	0 .0%
Antenna/Web cam coverage	1 2.1%	0 .0%	1 6.3%	0 .0%
Do away with temporary tower	1 2.1%	1 3.2%	0 .0%	0 .0%
Reduce staff	2 4.2%	2 6.5%	0 .0%	0 .0%
Washing facilities	2 4.2%	2 6.5%	0 .0%	0 .0%
Shorter curfew hours	1 2.1%	1 3.2%	0 .0%	0 .0%
Other	1 2.1%	1 3.2%	0 .0%	0 .0%
Not sure/DK/NA	1 2.1%	0 .0%	0 .0%	1 100.0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Comparisons of Column Proportions^c

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
Paving for gliders	a		a,b
Competative fuel prices	.		a,b
Better food	a		a,b
More restrooms	.		a,b
Deicing services	.		a,b
Hangar access/Box hangars	.		a,b
Difficult getting/Paying for fuel	a		a,b
None/Nothing	.	a	a,b
Satisfied as is	a		a,b
Has good leadership/Management/Staff	.		a,b
Permanent tower	.		a,b
Affordable/Hangar fees/Landing fees	a		a,b
Fewer restrictions	.	a	a,b
Heated hangars	.	a	a,b
Use aviation money for aviation purposes	.	a	a,b
Additional parking	.	a	a,b
Too much expense for the new facility	a		a,b
Antenna/Web cam coverage	.		a,b
Do away with temporary tower	.	a	a,b
Reduce staff	.	a	a,b
Washing facilities	.	a	a,b
Shorter curfew hours	.	a	a,b
Other	.	a	a,b
Not sure/DK/NA	a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group			
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander
Total	51	1	44	1
Paving for gliders	1 2.0%	0 .0%	1 2.3%	0 .0%
Competative fuel prices	8 15.7%	0 .0%	8 18.2%	0 .0%
Better food	1 2.0%	0 .0%	0 .0%	0 .0%
More restrooms	1 2.0%	0 .0%	0 .0%	0 .0%
Deicing services	3 5.9%	0 .0%	3 6.8%	0 .0%
Hangar access/Box hangars	9 17.6%	0 .0%	8 18.2%	0 .0%
Difficult getting/Paying for fuel	1 2.0%	0 .0%	1 2.3%	0 .0%
None/Nothing	3 5.9%	0 .0%	3 6.8%	0 .0%
Satisfied as is	1 2.0%	0 .0%	1 2.3%	0 .0%
Has good leadership/Management/Staff	4 7.8%	0 .0%	4 9.1%	0 .0%
Permanent tower	8 15.7%	0 .0%	7 15.9%	0 .0%
Affordable/Hangar fees/Landing fees	4 7.8%	0 .0%	4 9.1%	0 .0%
Fewer restrictions	1 2.0%	0 .0%	0 .0%	1 100.0%
Heated hangars	2 3.9%	0 .0%	2 4.5%	0 .0%
Use aviation money for aviation purposes	3 5.9%	0 .0%	2 4.5%	0 .0%
Make hangar repairs	1 2.0%	0 .0%	1 2.3%	0 .0%
Additional parking	1 2.0%	0 .0%	1 2.3%	0 .0%
Too much expense for the new facility	1 2.0%	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	1 2.0%	0 .0%	1 2.3%	0 .0%
Do away with temporary tower	1 2.0%	0 .0%	1 2.3%	0 .0%
Reduce staff	2 3.9%	0 .0%	2 4.5%	0 .0%
Washing facilities	2 3.9%	1 100.0%	1 2.3%	0 .0%
Shorter curfew hours	1 2.0%	0 .0%	1 2.3%	0 .0%
Other	2 3.9%	0 .0%	2 4.5%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Ethnic Group	
	Two or more races	DK/NA
Total	2	3
Paving for gliders	0 .0%	0 .0%
Competative fuel prices	0 .0%	0 .0%
Better food	0 .0%	1 33.3%
More restrooms	0 .0%	1 33.3%
Deicing services	0 .0%	0 .0%
Hangar access/Box hangars	0 .0%	1 33.3%
Difficult getting/Paying for fuel	0 .0%	0 .0%
None/Nothing	0 .0%	0 .0%
Satisfied as is	0 .0%	0 .0%
Has good leadership/Management/Staff	0 .0%	0 .0%
Permanent tower	1 50.0%	0 .0%
Affordable/Hangar fees/Landing fees	0 .0%	0 .0%
Fewer restrictions	0 .0%	0 .0%
Heated hangars	0 .0%	0 .0%
Use aviation money for aviation purposes	1 50.0%	0 .0%
Make hangar repairs	0 .0%	0 .0%
Additional parking	0 .0%	0 .0%
Too much expense for the new facility	0 .0%	1 33.3%
Antenna/Web cam coverage	0 .0%	0 .0%
Do away with temporary tower	0 .0%	0 .0%
Reduce staff	0 .0%	0 .0%
Washing facilities	0 .0%	0 .0%
Shorter curfew hours	0 .0%	0 .0%
Other	0 .0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Ethnic Group			
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	1	0	1	0
	2.0%	.0%	2.3%	.0%

	Ethnic Group	
	Two or more races	DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	0	0
	.0%	.0%

Comparisons of Column Proportions^c

	Ethnic Group			
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
	(A)	(B)	(C)	(D)
Paving for gliders	a,b		a,b	.b
Competative fuel prices	a,b		a,b	.b
Better food	a,b	.b	a,b	.b
More restrooms	a,b	.b	a,b	.b
Deicing services	a,b		a,b	.b
Hangar access/Box hangars	a,b		a,b	.b
Difficult getting/Paying for fuel	a,b		a,b	.b
None/Nothing	a,b		a,b	.b
Satisfied as is	a,b		a,b	.b
Has good leadership/Management/Staff	a,b		a,b	.b
Permanent tower	a,b		a,b	.b
Affordable/Hangar fees/Landing fees	a,b		a,b	.b
Fewer restrictions	a,b	.b	a,b	.b
Heated hangars	a,b		a,b	.b
Use aviation money for aviation purposes	a,b		a,b	B
Make hangar repairs	a,b		a,b	.b
Additional parking	a,b		a,b	.b
Too much expense for the new facility	a,b	.b	a,b	.b
Antenna/Web cam coverage	a,b		a,b	.b
Do away with temporary tower	a,b		a,b	.b
Reduce staff	a,b		a,b	.b
Washing facilities	a,b		a,b	.b
Shorter curfew hours	a,b		a,b	.b
Other	a,b		a,b	.b
Not sure/DK/NA	a,b		a,b	.b

Comparisons of Column Proportions^c

	Ethnic Group	
	DK/NA	(E)
Paving for gliders	.b	.b
Competative fuel prices	.b	.b
Better food		.b
More restrooms		.b
Deicing services	.b	.b
Hangar access/Box hangars		.b
Difficult getting/Paying for fuel	.b	.b
None/Nothing	.b	.b
Satisfied as is	.b	.b
Has good leadership/Management/Staff	.b	.b
Permanent tower	.b	.b
Affordable/Hangar fees/Landing fees	.b	.b
Fewer restrictions	.b	.b
Heated hangars	.b	.b
Use aviation money for aviation purposes	.b	.b
Make hangar repairs	.b	.b
Additional parking	.b	.b
Too much expense for the new facility	.b	.b
Antenna/Web cam coverage	.b	.b
Do away with temporary tower	.b	.b
Reduce staff	.b	.b
Washing facilities	.b	.b
Shorter curfew hours	.b	.b
Other	.b	.b
Not sure/DK/NA	.b	.b

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport			
	Total	More than once a week	Once a week	Few times a month
Total	51	11	8	23
Paving for gliders	1 2.0%	1 9.1%	0 .0%	0 .0%
Competative fuel prices	8 15.7%	0 .0%	1 12.5%	4 17.4%
Better food	1 2.0%	0 .0%	0 .0%	0 .0%
More restrooms	1 2.0%	0 .0%	0 .0%	0 .0%
Deicing services	3 5.9%	2 18.2%	0 .0%	0 .0%
Hangar access/Box hangars	9 17.6%	4 36.4%	1 12.5%	4 17.4%
Difficult getting/Paying for fuel	1 2.0%	0 .0%	0 .0%	0 .0%
None/Nothing	3 5.9%	0 .0%	0 .0%	2 8.7%
Satisfied as is	1 2.0%	0 .0%	0 .0%	1 4.3%
Has good leadership/Management/Staff	4 7.8%	0 .0%	3 37.5%	1 4.3%
Permanent tower	8 15.7%	2 18.2%	1 12.5%	4 17.4%
Affordable/Hangar fees/Landing fees	4 7.8%	1 9.1%	2 25.0%	1 4.3%
Fewer restrictions	1 2.0%	0 .0%	0 .0%	1 4.3%
Heated hangars	2 3.9%	0 .0%	0 .0%	1 4.3%
Use aviation money for aviation purposes	3 5.9%	1 9.1%	2 25.0%	0 .0%
Make hangar repairs	1 2.0%	0 .0%	1 12.5%	0 .0%
Additional parking	1 2.0%	0 .0%	0 .0%	1 4.3%
Too much expense for the new facility	1 2.0%	1 9.1%	0 .0%	0 .0%
Antenna/Web cam coverage	1 2.0%	0 .0%	0 .0%	1 4.3%
Do away with temporary tower	1 2.0%	1 9.1%	0 .0%	0 .0%
Reduce staff	2 3.9%	1 9.1%	0 .0%	1 4.3%
Washing facilities	2 3.9%	0 .0%	0 .0%	2 8.7%
Shorter curfew hours	1 2.0%	0 .0%	0 .0%	1 4.3%
Other	2 3.9%	0 .0%	0 .0%	1 4.3%
Not sure/DK/NA	1	0	0	1

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	How Often Operate Flights Out of Truckee Tahoe Airport		
	Once a month	Few times a year or less	Not sure/DK/NA
Total	6	1	2
Paving for gliders	0 .0%	0 .0%	0 .0%
Competative fuel prices	3 50.0%	0 .0%	0 .0%
Better food	0 .0%	1 100.0%	0 .0%
More restrooms	0 .0%	1 100.0%	0 .0%
Deicing services	1 16.7%	0 .0%	0 .0%
Hangar access/Box hangars	0 .0%	0 .0%	0 .0%
Difficult getting/Paying for fuel	1 16.7%	0 .0%	0 .0%
None/Nothing	0 .0%	0 .0%	1 50.0%
Satisfied as is	0 .0%	0 .0%	0 .0%
Has good leadership/Management/Staff	0 .0%	0 .0%	0 .0%
Permanent tower	1 16.7%	0 .0%	0 .0%
Affordable/Hangar fees/Landing fees	0 .0%	0 .0%	0 .0%
Fewer restrictions	0 .0%	0 .0%	0 .0%
Heated hangars	0 .0%	0 .0%	1 50.0%
Use aviation money for aviation purposes	0 .0%	0 .0%	0 .0%
Make hangar repairs	0 .0%	0 .0%	0 .0%
Additional parking	0 .0%	0 .0%	0 .0%
Too much expense for the new facility	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	0 .0%	0 .0%	0 .0%
Do away with temporary tower	0 .0%	0 .0%	0 .0%
Reduce staff	0 .0%	0 .0%	0 .0%
Washing facilities	0 .0%	0 .0%	0 .0%
Shorter curfew hours	0 .0%	0 .0%	0 .0%
Other	1 16.7%	0 .0%	0 .0%
Not sure/DK/NA	0	0	0

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

		How Often Operate Flights Out of Truckee Tahoe Airport			
		Total	More than once a week	Once a week	Few times a month
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	.0%	.0%	4.3%

		How Often Operate Flights Out of Truckee Tahoe Airport		
		Once a month	Few times a year or less	Not sure/DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	.0%	.0%	.0%

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	.	.	.	.
	Competative fuel prices	a	.	.	.
	Better food	.	a	.	a
	More restrooms	.	a	.	a
	Deicing services	.	a	.	.
	Hangar access/Box hangars	.	.	.	a
	Difficult getting/Paying for fuel	a	a	a	.
	None/Nothing	a	a	.	a
	Satisfied as is	.	.	.	a
	Has good leadership/Management/Staff	a	C	.	.
	Permanent tower	.	.	.	.
	Affordable/Hangar fees/Landing fees	.	.	.	a
	Fewer restrictions	a	a	.	a
	Heated hangars	.	a	.	a
	Use aviation money for aviation purposes	.	.	a	a
	Make hangar repairs	a	.	a	a
	Additional parking	.	.	.	a
	Too much expense for the new facility	.	a	a	.
	Antenna/Web cam coverage	a	a	.	a
	Do away with temporary tower	.	a	a	a
Reduce staff	.	a	.	a	
Washing facilities	a	a	.	a	
Shorter curfew hours	.	a	.	a	
Other	.	a	.	.	
Not sure/DK/NA	.	a	.	a	

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a,b	a
	Competative fuel prices	a,b	a
	Better food	a,b	.
	More restrooms	a,b	a
	Deicing services	a,b	a
	Hangar access/Box hangars	a,b	.
	Difficult getting/Paying for fuel	a,b	a
	None/Nothing	a,b	.
	Satisfied as is	a,b	a
	Has good leadership/Management/Staff	a,b	a
	Permanent tower	a,b	a
	Affordable/Hangar fees/Landing fees	a,b	a
	Fewer restrictions	a,b	a
	Heated hangars	a,b	C
	Use aviation money for aviation purposes	a,b	a
	Make hangar repairs	a,b	a
	Additional parking	a,b	a
	Too much expense for the new facility	a,b	a
	Antenna/Web cam coverage	a,b	a
	Do away with temporary tower	a,b	a
Reduce staff	a,b	a	
Washing facilities	a,b	a	
Shorter curfew hours	a,b	a	
Other	a,b	a	
Not sure/DK/NA	a,b	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
Total	51	36	5	10	2
Paving for gliders	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Competative fuel prices	8 15.7%	4 11.1%	1 20.0%	3 30.0%	1 50.0%
Better food	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
More restrooms	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Deicing services	3 5.9%	1 2.8%	0 .0%	2 20.0%	0 .0%
Hangar access/Box hangars	9 17.6%	5 13.9%	0 .0%	4 40.0%	0 .0%
Difficult getting/Paying for fuel	1 2.0%	0 .0%	0 .0%	0 .0%	1 50.0%
None/Nothing	3 5.9%	2 5.6%	0 .0%	0 .0%	0 .0%
Satisfied as is	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Has good leadership/Management/Staff	4 7.8%	2 5.6%	0 .0%	2 20.0%	0 .0%
Permanent tower	8 15.7%	8 22.2%	1 20.0%	1 10.0%	0 .0%
Affordable/Hangar fees/Landing fees	4 7.8%	2 5.6%	2 40.0%	1 10.0%	0 .0%
Fewer restrictions	1 2.0%	1 2.8%	0 .0%	1 10.0%	0 .0%
Heated hangars	2 3.9%	1 2.8%	0 .0%	0 .0%	0 .0%
Use aviation money for aviation purposes	3 5.9%	3 8.3%	0 .0%	0 .0%	0 .0%
Make hangar repairs	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Additional parking	1 2.0%	0 .0%	0 .0%	1 10.0%	0 .0%
Too much expense for the new facility	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	1 2.0%	0 .0%	1 20.0%	0 .0%	0 .0%
Do away with temporary tower	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Reduce staff	2 3.9%	2 5.6%	1 20.0%	0 .0%	0 .0%
Washing facilities	2 3.9%	2 5.6%	0 .0%	0 .0%	0 .0%
Shorter curfew hours	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
Other	2 3.9%	1 2.8%	0 .0%	0 .0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
Total	1	4	1
Paving for gliders	0 .0%	1 25.0%	0 .0%
Competative fuel prices	0 .0%	0 .0%	0 .0%
Better food	0 .0%	0 .0%	0 .0%
More restrooms	0 .0%	0 .0%	0 .0%
Deicing services	1 100.0%	0 .0%	0 .0%
Hangar access/Box hangars	0 .0%	0 .0%	0 .0%
Difficult getting/Paying for fuel	0 .0%	0 .0%	0 .0%
None/Nothing	0 .0%	1 25.0%	0 .0%
Satisfied as is	0 .0%	0 .0%	0 .0%
Has good leadership/Management/Staff	0 .0%	0 .0%	0 .0%
Permanent tower	0 .0%	0 .0%	0 .0%
Affordable/Hangar fees/Landing fees	0 .0%	0 .0%	0 .0%
Fewer restrictions	0 .0%	0 .0%	0 .0%
Heated hangars	0 .0%	0 .0%	1 100.0%
Use aviation money for aviation purposes	0 .0%	0 .0%	0 .0%
Make hangar repairs	0 .0%	0 .0%	0 .0%
Additional parking	0 .0%	1 25.0%	0 .0%
Too much expense for the new facility	0 .0%	0 .0%	0 .0%
Antenna/Web cam coverage	0 .0%	0 .0%	0 .0%
Do away with temporary tower	0 .0%	0 .0%	0 .0%
Reduce staff	0 .0%	0 .0%	0 .0%
Washing facilities	0 .0%	0 .0%	0 .0%
Shorter curfew hours	0 .0%	0 .0%	0 .0%
Other	0 .0%	1 25.0%	0 .0%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	1	1	0	0	0
Not sure/DK/NA	2.0%	2.8%	.0%	.0%	.0%

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	0	0	0
Not sure/DK/NA	.0%	.0%	.0%

Comparisons of Column Proportions ^c

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
Paving for gliders	.	a	a	a
Competative fuel prices
Better food	.	a	a	a
More restrooms	.	a	a	a
Deicing services	.	.	A	.
Hangar access/Box hangars	.	.	.	a
Difficult getting/Paying for fuel	a	a	a	.
None/Nothing	.	a	a	a
Satisfied as is	.	a	a	a
Has good leadership/Management/Staff	.	a	.	a
Permanent tower	.	.	.	a
Affordable/Hangar fees/Landing fees	.	A	.	a
Fewer restrictions	.	a	.	a
Heated hangars	.	a	.	.
Use aviation money for aviation purposes	.	a	a	a
Make hangar repairs	.	a	.	a
Additional parking	a	a	.	a
Too much expense for the new facility	.	a	a	a
Antenna/Web cam coverage	a	.	a	a
Do away with temporary tower	.	a	a	a
Reduce staff	.	.	a	a
Washing facilities	.	a	a	a
Shorter curfew hours	.	a	a	a
Other	.	a	a	a
Not sure/DK/NA	.	a	a	a

Comparisons of Column Proportions ^c

	Types of Aircraft Piloted			
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA	
	(E)	(F)	(G)	
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a,b	A	a,b
	Competative fuel prices	a,b	a	a,b
	Better food	a,b	a	a,b
	More restrooms	a,b	a	a,b
	Deicing services	a,b	a	a,b
	Hangar access/Box hangars	a,b	a	a,b
	Difficult getting/Paying for fuel	a,b	a	a,b
	None/Nothing	a,b	.	a,b
	Satisfied as is	a,b	a	a,b
	Has good leadership/Management/Staff	a,b	a	a,b
	Permanent tower	a,b	a	a,b
	Affordable/Hangar fees/Landing fees	a,b	a	a,b
	Fewer restrictions	a,b	a	a,b
	Heated hangars	a,b	a	a,b
	Use aviation money for aviation purposes	a,b	a	a,b
	Make hangar repairs	a,b	.	a,b
	Additional parking	a,b	.	a,b
	Too much expense for the new facility	a,b	a	a,b
	Antenna/Web cam coverage	a,b	a	a,b
	Do away with temporary tower	a,b	a	a,b
Reduce staff	a,b	a	a,b	
Washing facilities	a,b	a	a,b	
Shorter curfew hours	a,b	a	a,b	
Other	a,b	A	a,b	
Not sure/DK/NA	a,b	a	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Total	Too much	Right amount	Not sure/No opinion/DK/NA
Total	51	23	27	1
Paving for gliders	1	0	1	0
Competative fuel prices	8	4	4	0
	15.7%	17.4%	14.8%	.0%
Better food	1	1	0	0
	2.0%	4.3%	.0%	.0%
More restrooms	1	1	0	0
	2.0%	4.3%	.0%	.0%
Deicing services	3	1	2	0
	5.9%	4.3%	7.4%	.0%
Hangar access/Box hangars	9	5	4	0
	17.6%	21.7%	14.8%	.0%
Difficult getting/Paying for fuel	1	1	0	0
	2.0%	4.3%	.0%	.0%
None/Nothing	3	1	1	1
	5.9%	4.3%	3.7%	100.0%
Satisfied as is	1	0	1	0
	2.0%	.0%	3.7%	.0%
Has good leadership/Management/Staff	4	1	3	0
	7.8%	4.3%	11.1%	.0%
Permanent tower	8	1	7	0
	15.7%	4.3%	25.9%	.0%
Affordable/Hangar fees/Landing fees	4	3	1	0
	7.8%	13.0%	3.7%	.0%
Fewer restrictions	1	1	0	0
	2.0%	4.3%	.0%	.0%
Heated hangars	2	0	2	0
	3.9%	.0%	7.4%	.0%
Use aviation money for aviation purposes	3	2	1	0
	5.9%	8.7%	3.7%	.0%
Make hangar repairs	1	1	0	0
	2.0%	4.3%	.0%	.0%
Additional parking	1	0	1	0
	2.0%	.0%	3.7%	.0%
Too much expense for the new facility	1	1	0	0
	2.0%	4.3%	.0%	.0%
Antenna/Web cam coverage	1	0	1	0
	2.0%	.0%	3.7%	.0%
Do away with temporary tower	1	1	0	0
	2.0%	4.3%	.0%	.0%
Reduce staff	2	2	0	0
	3.9%	8.7%	.0%	.0%
Washing facilities	2	1	1	0
	3.9%	4.3%	3.7%	.0%
Shorter curfew hours	1	0	1	0
	2.0%	.0%	3.7%	.0%
Other	2	2	0	0
	3.9%	8.7%	.0%	.0%
Not sure/DK/NA	1	0	1	0

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not sure/No opinion/DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	.0%	3.7%	.0%

Comparisons of Column Proportions^c

		Amount Airport is Doing About Noise/Low Flying Aircraft		
		Too much	Right amount	Not sure/No opinion/DK/NA
		(A)	(B)	(C)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a		a,,b
	Competative fuel prices			a,,b
	Better food		a	a,,b
	More restrooms		a	a,,b
	Deicing services			a,,b
	Hangar access/Box hangars			a,,b
	Difficult getting/Paying for fuel		a	a,,b
	None/Nothing			a,,b
	Satisfied as is	a		a,,b
	Has good leadership/Management/Staff			a,,b
	Permanent tower		A	a,,b
	Affordable/Hangar fees/Landing fees			a,,b
	Fewer restrictions		a	a,,b
	Heated hangars	a		a,,b
	Use aviation money for aviation purposes			a,,b
	Make hangar repairs	a		a,,b
	Additional parking			a,,b
	Too much expense for the new facility		a	a,,b
	Antenna/Web cam coverage	a		a,,b
	Do away with temporary tower		a	a,,b
Reduce staff		a	a,,b	
Washing facilities			a,,b	
Shorter curfew hours	a		a,,b	
Other		a	a,,b	
Not sure/DK/NA	a		a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
Total		51	1	4	46
Paving for gliders		1	0	0	1
Competative fuel prices		8	0	2	6
Better food		15.7%	.0%	50.0%	13.0%
More restrooms		1	0	0	1
Deicing services		2.0%	.0%	.0%	2.2%
Hangar access/Box hangars		3	0	1	2
Difficult getting/Paying for fuel		5.9%	.0%	25.0%	4.3%
None/Nothing		9	0	1	8
Satisfied as is		17.6%	.0%	25.0%	17.4%
Has good leadership/Management/Staff		1	0	0	1
Permanent tower		2.0%	.0%	.0%	2.2%
Affordable/Hangar fees/Landing fees		3	0	0	3
Fewer restrictions		5.9%	.0%	.0%	6.5%
Heated hangars		1	0	0	1
Use aviation money for aviation purposes		2.0%	.0%	.0%	2.2%
Make hangar repairs		4	0	0	4
Additional parking		7.8%	.0%	.0%	8.7%
Too much expense for the new facility		8	1	0	7
Antenna/Web cam coverage		15.7%	100.0%	.0%	15.2%
Do away with temporary tower		4	0	0	4
Reduce staff		7.8%	.0%	.0%	8.7%
Washing facilities		1	0	0	1
Shorter curfew hours		2.0%	.0%	.0%	2.2%
Other		1	0	0	1
Not sure/DK/NA		2.0%	.0%	.0%	2.2%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	.0%	.0%	2.2%

Comparisons of Column Proportions^c

		Reduce Number of Flights		
		Strongly agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a, b	.b	
	Competative fuel prices	a, b	.b	
	Better food	a, b	.b	
	More restrooms	a, b	.b	
	Deicing services	a, b	.b	
	Hangar access/Box hangars	a, b	.b	
	Difficult getting/Paying for fuel	a, b	.b	
	None/Nothing	a, b	.b	
	Satisfied as is	a, b		.b
	Has good leadership/Management/Staff	a, b	.b	
	Permanent tower	a, b	.b	
	Affordable/Hangar fees/Landing fees	a, b	.b	
	Fewer restrictions	a, b	.b	
	Heated hangars	a, b	.b	
	Use aviation money for aviation purposes	a, b	.b	
	Make hangar repairs	a, b	.b	
	Additional parking	a, b	.b	
	Too much expense for the new facility	a, b	.b	
	Antenna/Web cam coverage	a, b	.b	
	Do away with temporary tower	a, b	.b	
Reduce staff	a, b	.b		
Washing facilities	a, b	.b		
Shorter curfew hours	a, b	.b		
Other	a, b	.b		
Not sure/DK/NA	a, b	.b		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
Total		51	7	20	12
Paving for gliders		1	0	0	1
Competative fuel prices		8	0	5	2
Better food		15.7%	.0%	25.0%	16.7%
More restrooms		1	0	0	0
Deicing services		2.0%	.0%	.0%	.0%
Hangar access/Box hangars		3	0	1	1
Difficult getting/Paying for fuel		5.9%	.0%	5.0%	8.3%
None/Nothing		9	0	4	1
Satisfied as is		17.6%	.0%	20.0%	8.3%
Has good leadership/Management/Staff		1	0	1	0
Permanent tower		2.0%	.0%	5.0%	.0%
Affordable/Hangar fees/Landing fees		3	1	2	0
Fewer restrictions		5.9%	14.3%	10.0%	.0%
Heated hangars		1	0	0	1
Use aviation money for aviation purposes		2.0%	.0%	5.0%	.0%
Make hangar repairs		4	1	1	0
Additional parking		7.8%	14.3%	5.0%	.0%
Too much expense for the new facility		8	2	4	0
Antenna/Web cam coverage		15.7%	28.6%	20.0%	.0%
Do away with temporary tower		4	1	2	0
Reduce staff		7.8%	14.3%	10.0%	.0%
Washing facilities		1	0	1	0
Shorter curfew hours		2.0%	.0%	5.0%	.0%
Other		3	0	0	2
Not sure/DK/NA		5.9%	.0%	.0%	16.7%

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	Remain the Way it Is	
	Strongly disagree	Not sure/DK/NA
Total	11	1
Paving for gliders	0	0
Competative fuel prices	1	0
Better food	9.1%	.0%
More restrooms	1	0
Deicing services	9.1%	.0%
Hangar access/Box hangars	3	1
Difficult getting/Paying for fuel	27.3%	100.0%
None/Nothing	0	0
Satisfied as is	0	0
Has good leadership/Management/Staff	0	0
Permanent tower	1	1
Affordable/Hangar fees/Landing fees	9.1%	100.0%
Fewer restrictions	2	0
Heated hangars	18.2%	.0%
Use aviation money for aviation purposes	1	0
Make hangar repairs	9.1%	.0%
Additional parking	0	0
Too much expense for the new facility	0	0
Antenna/Web cam coverage	0	0
Do away with temporary tower	0	0
Reduce staff	0	0
Washing facilities	0	0
Shorter curfew hours	0	0
Other	0	0
Not sure/DK/NA	0	0

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

		Remain the Way it Is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	.0%	.0%	8.3%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	.0%	.0%

Comparisons of Column Proportions ^c

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a	a		a
	Competative fuel prices	a			
	Better food		a	a	
	More restrooms	a	a		
	Deicing services	a			
	Hangar access/Box hangars				
	Difficult getting/Paying for fuel	a		a	a
	None/Nothing			a	a
	Satisfied as is	a	a		a
	Has good leadership/Management/Staff			a	
	Permanent tower			a	
	Affordable/Hangar fees/Landing fees			a	
	Fewer restrictions	a		a	a
	Heated hangars	a		a	a
	Use aviation money for aviation purposes		a		
	Make hangar repairs	a	a		
	Additional parking		a		a
	Too much expense for the new facility	a	a	a	
	Antenna/Web cam coverage	a	a		a
	Do away with temporary tower		a	a	a
	Reduce staff	a		a	
Washing facilities		a	a	a	
Shorter curfew hours			a		
Other		a		a	
Not sure/DK/NA	a	a		a	

Comparisons of Column Proportions ^c

		Remain the Way it Is
		Not sure/DK/NA
		(E)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a, b
	Competative fuel prices	a, b
	Better food	a, b
	More restrooms	a, b
	Deicing services	a, b
	Hangar access/Box hangars	a, b
	Difficult getting/Paying for fuel	a, b
	None/Nothing	a, b
	Satisfied as is	a, b
	Has good leadership/Management/Staff	a, b
	Permanent tower	a, b
	Affordable/Hangar fees/Landing fees	a, b
	Fewer restrictions	a, b
	Heated hangars	a, b
	Use aviation money for aviation purposes	a, b
	Make hangar repairs	a, b
	Additional parking	a, b
	Too much expense for the new facility	a, b
	Antenna/Web cam coverage	a, b
	Do away with temporary tower	a, b
Reduce staff	a, b	
Washing facilities	a, b	
Shorter curfew hours	a, b	
Other	a, b	
Not sure/DK/NA	a, b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Total	51	20	18	6
	Paving for gliders	1	0	1	0
	Competative fuel prices	8	2	4	1
	Better food	1	0	1	0
	More restrooms	2.0%	.0%	5.6%	.0%
	Deicing services	1	0	1	0
	Hangar access/Box hangars	2.0%	.0%	5.6%	.0%
	Difficult getting/Paying for fuel	3	1	1	0
	None/Nothing	5.9%	5.0%	5.6%	.0%
	Satisfied as is	9	4	2	2
	Has good leadership/Management/Staff	17.6%	20.0%	11.1%	33.3%
	Permanent tower	1	0	0	0
	Affordable/Hangar fees/Landing fees	2.0%	.0%	.0%	.0%
	Fewer restrictions	3	1	1	1
	Heated hangars	5.9%	5.0%	5.6%	16.7%
	Use aviation money for aviation purposes	1	0	1	0
	Make hangar repairs	2.0%	.0%	5.6%	.0%
	Additional parking	4	4	0	0
	Too much expense for the new facility	7.8%	20.0%	.0%	.0%
	Antenna/Web cam coverage	8	2	4	1
	Do away with temporary tower	15.7%	10.0%	22.2%	16.7%
	Reduce staff	4	2	0	2
	Washing facilities	7.8%	10.0%	.0%	33.3%
	Shorter curfew hours	1	0	0	0
	Other	2.0%	.0%	.0%	.0%
	Not sure/DK/NA	2	2	0	0
		3.9%	10.0%	.0%	.0%
		2	1	1	0
	3.9%	5.0%	5.6%	.0%	
	1	1	0	0	
	2.0%	5.0%	.0%	.0%	
	2	1	1	0	
	3.9%	5.0%	5.6%	.0%	
	1	1	0	0	
	2	1	1	0	
	3.9%	5.0%	5.6%	.0%	
	1	0	1	0	

		Manage the Growth of Operations
		Strongly disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Total	7
	Paving for gliders	0 .0%
	Competative fuel prices	1 14.3%
	Better food	0 .0%
	More restrooms	0 .0%
	Deicing services	1 14.3%
	Hangar access/Box hangars	1 14.3%
	Difficult getting/Paying for fuel	1 14.3%
	None/Nothing	0 .0%
	Satisfied as is	0 .0%
	Has good leadership/Management/Staff	0 .0%
	Permanent tower	1 14.3%
	Affordable/Hangar fees/Landing fees	0 .0%
	Fewer restrictions	1 14.3%
	Heated hangars	0 .0%
	Use aviation money for aviation purposes	1 14.3%
	Make hangar repairs	1 14.3%
	Additional parking	0 .0%
	Too much expense for the new facility	0 .0%
	Antenna/Web cam coverage	0 .0%
	Do away with temporary tower	1 14.3%
	Reduce staff	0 .0%
	Washing facilities	0 .0%
	Shorter curfew hours	0 .0%
	Other	0 .0%
	Not sure/DK/NA	0

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	.0%	5.6%	.0%

		Manage the Growth of Operations
		Strongly disagree
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	.0%

Comparisons of Column Proportions^b

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a			
	Competative fuel prices				a
	Better food	a		a	a
	More restrooms	a		a	a
	Deicing services			a	
	Hangar access/Box hangars				
	Difficult getting/Paying for fuel	a	a	a	
	None/Nothing				a
	Satisfied as is	a		a	a
	Has good leadership/Management/Staff		a	a	a
	Permanent tower		a		a
	Affordable/Hangar fees/Landing fees	a	a	a	
	Fewer restrictions	a	a	a	a
	Heated hangars				
	Use aviation money for aviation purposes	a	a		
	Make hangar repairs	a	a	a	
	Additional parking		a		
	Too much expense for the new facility	a		a	a
	Antenna/Web cam coverage	a		a	a
	Do away with temporary tower	a	a	a	
	Reduce staff		a	a	a
	Washing facilities		a	a	a
	Shorter curfew hours			a	a
Other			a	a	
Not sure/DK/NA	a		a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	First Favorable/Unfavorable			
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
Total	51	39	9	1
Paving for gliders	1	1	0	0
Competative fuel prices	8	3	4	0
Better food	1	0	0	1
More restrooms	1	0	0	1
Deicing services	3	2	1	0
Hangar access/Box hangars	9	7	2	0
Difficult getting/Paying for fuel	1	1	0	0
None/Nothing	3	2	1	0
Satisfied as is	1	1	0	0
Has good leadership/Management/Staff	4	3	1	0
Permanent tower	8	8	0	0
Affordable/Hangar fees/Landing fees	4	1	3	0
Fewer restrictions	1	1	0	0
Heated hangars	2	2	0	0
Use aviation money for aviation purposes	3	2	0	0
Make hangar repairs	1	0	0	0
Additional parking	1	1	0	0
Too much expense for the new facility	1	0	1	0
Antenna/Web cam coverage	1	1	0	0
Do away with temporary tower	1	0	0	0
Reduce staff	2	2	0	0
Washing facilities	2	2	0	0
Shorter curfew hours	1	1	0	0
Other	2	2	0	0
Not sure/DK/NA	1	1	0	0

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

	First Favorable/Unfavorable	
	Strongly unfavorable	Not sure/No opinion/DK/NA
Total	1	1
Paving for gliders	0	0
Competative fuel prices	1	0
Better food	0	0
More restrooms	0	0
Deicing services	0	0
Hangar access/Box hangars	0	0
Difficult getting/Paying for fuel	0	0
None/Nothing	0	0
Satisfied as is	0	0
Has good leadership/Management/Staff	0	0
Permanent tower	0	0
Affordable/Hangar fees/Landing fees	0	0
Fewer restrictions	0	0
Heated hangars	0	0
Use aviation money for aviation purposes	1	0
Make hangar repairs	1	0
Additional parking	0	0
Too much expense for the new facility	0	0
Antenna/Web cam coverage	0	0
Do away with temporary tower	0	1
Reduce staff	0	0
Washing facilities	0	0
Shorter curfew hours	0	0
Other	0	0
Not sure/DK/NA	0	0

11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	2.0%	2.6%	.0%	.0%

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Not sure/DK/NA	.0%	.0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	.	a	a,b	a,b
	Competative fuel prices	.	A	a,b	a,b
	Better food	a	a	a,b	a,b
	More restrooms	a	a	a,b	a,b
	Deicing services	.	.	a,b	a,b
	Hangar access/Box hangars	.	.	a,b	a,b
	Difficult getting/Paying for fuel	.	a	a,b	a,b
	None/Nothing	.	.	a,b	a,b
	Satisfied as is	.	a	a,b	a,b
	Has good leadership/Management/Staff	.	.	a,b	a,b
	Permanent tower	.	a	a,b	a,b
	Affordable/Hangar fees/Landing fees	.	A	a,b	a,b
	Fewer restrictions	.	a	a,b	a,b
	Heated hangars	.	a	a,b	a,b
	Use aviation money for aviation purposes	a	a	a,b	a,b
	Make hangar repairs	a	a	a,b	a,b
	Additional parking	.	a	a,b	a,b
	Too much expense for the new facility	.	.	a,b	a,b
	Antenna/Web cam coverage	a	a	a,b	a,b
	Do away with temporary tower	.	a	a,b	a,b
Reduce staff	.	a	a,b	a,b	
Washing facilities	.	a	a,b	a,b	
Shorter curfew hours	.	a	a,b	a,b	
Other	.	a	a,b	a,b	
Not sure/DK/NA	.	a	a,b	a,b	

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
11. What are the most important improvements that you would like to see made to the Truckee Tahoe Airport services or facilities?	Paving for gliders	a.,b
	Competative fuel prices	a.,b
	Better food	a.,b
	More restrooms	a.,b
	Deicing services	a.,b
	Hangar access/Box hangars	.
	Difficult getting/Paying for fuel	a.,b
	None/Nothing	a.,b
	Satisfied as is	a.,b
	Has good leadership/Management/Staff	a.,b
	Permanent tower	a.,b
	Affordable/Hangar fees/Landing fees	a.,b
	Fewer restrictions	a.,b
	Heated hangars	a.,b
	Use aviation money for aviation purposes	.
	Make hangar repairs	a.,b
	Additional parking	a.,b
	Too much expense for the new facility	a.,b
	Antenna/Web cam coverage	.
	Do away with temporary tower	a.,b
Reduce staff	a.,b	
Washing facilities	a.,b	
Shorter curfew hours	a.,b	
Other	a.,b	
Not sure/DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	79
	Rent	3	3
		3.8%	3.8%
	Own	76	76
		96.2%	96.2%

Comparisons of Column Proportions^a

		Total
		Total
		(A)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	.
	Own	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	74	4	1
	Rent	3	3	0	0
		3.8%	4.1%	.0%	.0%
	Own	76	71	4	1
		96.2%	95.9%	100.0%	100.0%

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	.	a	a.,b
	Own	.	a	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	1	4	9	35	29	1
	Rent	3	0	1	0	2	0	0
		3.8%	.0%	25.0%	.0%	5.7%	.0%	.0%
	Own	76	1	3	9	33	29	1
		96.2%	100.0%	75.0%	100.0%	94.3%	100.0%	100.0%

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a.,b	.	.b	.	.b	a.,b
	Own	a.,b	.	.b	.	.b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date								
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	20	5	4	11	1	2	6	1
	Rent	3	1	0	0	0	0	0	0	0
	Own	76	19	5	4	11	1	2	6	1
		96.2%	95.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

		Date							
		June 5	June 6	June 7	June 8	June 9	June 10	June 11	June 13
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	1	5	6	7	4	3	1	2
	Rent	0	0	1	0	1	0	0	0
	Own	1	5	5	7	3	3	1	2
		100.0%	100.0%	83.3%	100.0%	75.0%	100.0%	100.0%	100.0%

Comparisons of Column Proportions^c

		Date									
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5	June 6
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	.	a	a	a	a.,b	a	a	a.,b	a.,b	a
	Own	.	a	a	a	a.,b	a	a	a.,b	a.,b	a

Comparisons of Column Proportions^c

		Date					
		June 7	June 8	June 9	June 10	June 11	June 13
		(K)	(L)	(M)	(N)	(O)	(P)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	.	a	.	a	a.,b	a
	Own	.	a	.	a	a.,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	3	76
	Rent	3	3	0
	Own	76	0	76
		96.2%	.0%	100.0%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a	a
	Own	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	76	59	16	1
	Own	76	59	16	1
		100.0%	100.0%	100.0%	100.0%

Comparisons of Column Proportions ^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Own	a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group					
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	1	68	1	4	5
	Rent	3	0	3	0	0	0
	Own	76	1	65	1	4	5
		96.2%	100.0%	95.6%	100.0%	100.0%	100.0%

Comparisons of Column Proportions ^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a,b		a,b	b	b
	Own	a,b		a,b	b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport					
		Total	More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	51	11	8	23	6	1
	Rent	3	1	1	0	1	0
	Own	48	10	7	23	5	1
		94.1%	90.9%	87.5%	100.0%	83.3%	100.0%

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	2
	Rent	0
	Own	2
		100.0%

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport				
		More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			a		a,b
	Own			a		a,b

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
		(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a
	Own	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted					
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	51	36	5	10	2	1
	Rent	3	2	0	0	0	0
	Own	48	34	5	10	2	1
		94.1%	94.4%	100.0%	100.0%	100.0%	100.0%

	Types of Aircraft Piloted	
	Other	DK/NA
Total	4	1
Rent	1 25.0%	0 .0%
Own	3 75.0%	1 100.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted					
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other
		(A)	(B)	(C)	(D)	(E)	(F)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		a	a	a	a,b	
	Own		a	a	a	a,b	

Comparisons of Column Proportions^c

		Types of Aircraft Piloted
		DK/NA
		(G)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a,b
	Own	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	27	46	2	4
	Rent	3 3.8%	3 11.1%	0 .0%	0 .0%	0 .0%
	Own	76 96.2%	24 88.9%	46 100.0%	2 100.0%	4 100.0%

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a	a	a	
	Own	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	2	5	8	63	1
	Rent	3 3.8%	0 .0%	0 .0%	0 .0%	3 4.8%	0 .0%
	Own	76 96.2%	2 100.0%	5 100.0%	8 100.0%	60 95.2%	1 100.0%

Comparisons of Column Proportions^c

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a	a	a		a,b
	Own	a	a	a		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	11	27	22	14	5
	Rent	3 3.8%	0 .0%	0 .0%	1 4.5%	2 14.3%	0 .0%
	Own	76 96.2%	11 100.0%	27 100.0%	21 95.5%	12 85.7%	5 100.0%

Comparisons of Column Proportions ^b

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent	a	a			a
	Own	a	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	29	34	7	8	1
	Rent	3	1	1	0	1	0
	Own	76	28	33	7	7	1
		96.2%	96.6%	97.1%	100.0%	87.5%	100.0%

Comparisons of Column Proportions ^c

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent			a		a, b
	Own			a		a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Total	79	58	16	3	1	1
	Rent	3	2	0	0	1	0
	Own	76	56	16	3	0	1
		96.2%	96.6%	100.0%	100.0%	.0%	100.0%

Comparisons of Column Proportions ^c

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
D. First, please think of your residence in the Truckee-North Lake Tahoe area. Do you currently rent or own this residence?	Rent		a	a	a, b	a, b
	Own		a	a	a, b	a, b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
E. Would you consider this residence your primary home, or is it a second home?	Total	76	76
	Primary home	59	59
	Second home	16	16
	DK/NA	1	1
		77.6%	77.6%
		21.1%	21.1%
		1.3%	1.3%

Comparisons of Column Proportions ^a

		Total
		(A)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.
	Second home	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
E. Would you consider this residence your primary home, or is it a second home?	Total	76	71	4	1
	Primary home	59	56	3	0
	Second home	16	14	1	1
	DK/NA	1	1	0	0
		77.6%	78.9%	75.0%	.0%
		19.7%	25.0%	100.0%	
		1.4%	.0%	.0%	

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a,b
	Second home			a,b
	DK/NA		b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
E. Would you consider this residence your primary home, or is it a second home?	Total	76	1	3	9	33	29	1
	Primary home	59	1	3	8	23	24	0
	Second home	16	0	0	1	9	5	1
	DK/NA	1	0	0	0	1	0	0
		77.6%	100.0%	100.0%	88.9%	69.7%	82.8%	.0%
		21.1%	.0%	.0%	11.1%	27.3%	17.2%	100.0%
		1.3%	.0%	.0%	.0%	3.0%	.0%	.0%

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a,b	b				a,b
	Second home	a,b	b				a,b
	DK/NA	a,b	b			b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date								
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
E. Would you consider this residence your primary home, or is it a second home?	Total	76	19	5	4	11	1	2	6	1
	Primary home	59	11	3	4	6	1	2	6	1
	Second home	16	8	2	0	5	0	0	0	0
	DK/NA	1	0	0	0	0	0	0	0	0
		77.6%	57.9%	60.0%	100.0%	54.5%	100.0%	100.0%	100.0%	100.0%
		21.1%	42.1%	40.0%	.0%	45.5%	.0%	.0%	.0%	.0%
		1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Date							
		June 5	June 6	June 7	June 8	June 9	June 10	June 11	June 13
E. Would you consider this residence your primary home, or is it a second home?	Total	1	5	5	7	3	3	1	2
	Primary home	1	5	5	6	2	3	1	2
	Second home	0	0	0	1	0	0	0	0
	DK/NA	0	0	0	0	1	0	0	0
		100.0%	100.0%	100.0%	85.7%	66.7%	100.0%	100.0%	100.0%
		.0%	.0%	.0%	14.3%	.0%	.0%	.0%	.0%
		.0%	.0%	.0%	.0%	33.3%	.0%	.0%	.0%

Comparisons of Column Proportions^c

		Date								
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			a		a,b	a	a	a,b	a,b
	Second home			a	a	a,b	a	a	a,b	a,b
	DK/NA	a	a	a	a	a,b	a	a	a,b	a,b

Comparisons of Column Proportions^c

		Date						
		June 6	June 7	June 8	June 9	June 10	June 11	June 13
		(J)	(K)	(L)	(M)	(N)	(O)	(P)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	a			a,b	a	a
	Second home	a	a		a	a	a,b	a
	DK/NA	a	a	a		a	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own	
		Total	Own
E. Would you consider this residence your primary home, or is it a second home?	Total	76	76
	Primary home	59	59
	Second home	16	16
	DK/NA	1	1
		77.6%	77.6%
		21.1%	21.1%
		1.3%	1.3%

Comparisons of Column Proportions^a

		Rent/Own
		Own
		(A)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.
	Second home	.
	DK/NA	.
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	76	59	16	1
	Primary home	59	59	0	0
		77.6%	100.0%	.0%	.0%
	Second home	16	0	16	0
		21.1%	.0%	100.0%	.0%
DK/NA	1	0	0	1	
	1.3%	.0%	.0%	100.0%	

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.	.	a,,b
	Second home	a	a	a,,b
	DK/NA	a	a	a,,b
		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group					
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	76	1	65	1	4	5
	Primary home	59	1	52	0	3	3
		77.6%	100.0%	80.0%	.0%	75.0%	60.0%
	Second home	16	0	12	1	1	2
		21.1%	.0%	18.5%	100.0%	25.0%	40.0%
DK/NA	1	0	1	0	0	0	
	1.3%	.0%	1.5%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a,,b	.	a,,b	.	.
	Second home	a,,b	.	a,,b	.	.
	DK/NA	a,,b	.	a,,b	.	.
	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
E. Would you consider this residence your primary home, or is it a second home?	Total	48	10	7	23	5
	Primary home	31	8	4	15	2
		64.6%	80.0%	57.1%	65.2%	40.0%
	Second home	16	2	3	7	3
		33.3%	20.0%	42.9%	30.4%	60.0%
DK/NA	1	0	0	1	0	
	2.1%	.0%	.0%	4.3%	.0%	

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	1	2
	Primary home	0	2
		.0%	100.0%
	Second home	1	0
	100.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport				
		More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.	.	.	.	a,,b
	Second home	.	.	.	.	a,,b
	DK/NA	.	.	.	.	a,,b
	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
		(F)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	.b
	Second home	.b
	DK/NA	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
E. Would you consider this residence your primary home, or is it a second home?	Total	48	34	5	10	2
	Primary home	31 64.6%	23 67.6%	3 60.0%	5 50.0%	1 50.0%
	Second home	16 33.3%	10 29.4%	2 40.0%	5 50.0%	1 50.0%
	DK/NA	1 2.1%	1 2.9%	0 .0%	0 .0%	0 .0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	1	3	1
	Primary home	1 100.0%	2 66.7%	1 100.0%
	Second home	0 .0%	1 33.3%	0 .0%
	DK/NA	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted				
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home					.a,.b
	Second home		.b	.b	.b	.a,.b
	DK/NA					.a,.b

Comparisons of Column Proportions^c

		Types of Aircraft Piloted	
		Other	DK/NA
		(F)	(G)
E. Would you consider this residence your primary home, or is it a second home?	Primary home		.a,.b
	Second home		.a,.b
	DK/NA	.b	.a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	76	24	46	2	4
	Primary home	59 77.6%	18 75.0%	35 76.1%	2 100.0%	4 100.0%
	Second home	16 21.1%	6 25.0%	10 21.7%	0 .0%	0 .0%
	DK/NA	1 1.3%	0 .0%	1 2.2%	0 .0%	0 .0%

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
E. Would you consider this residence your primary home, or is it a second home?	Primary home			.a	.a
	Second home			.a	.a
	DK/NA	.a		.a	.a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
E. Would you consider this residence your primary home, or is it a second home?	Total	76	2	5	8	60
	Primary home	59 77.6%	2 100.0%	5 100.0%	6 75.0%	45 75.0%
	Second home	16 21.1%	0 .0%	0 .0%	2 25.0%	14 23.3%
	DK/NA	1 1.3%	0 .0%	0 .0%	0 .0%	1 1.7%

		Reduce Number of Flights
		Not sure/DK/NA
Total		1
E. Would you consider this residence your primary home, or is it a second home?	Primary home	100.0%
	Second home	.0%
	DK/NA	.0%

Comparisons of Column Proportions^c

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home	a	a			a,b
	Second home	a	a			a,b
	DK/NA	a	a	a		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
E. Would you consider this residence your primary home, or is it a second home?	Total	76	11	27	21	12
	Primary home	59	10	19	17	9
		77.6%	90.9%	70.4%	81.0%	75.0%
	Second home	16	1	8	3	3
		21.1%	9.1%	29.6%	14.3%	25.0%
DK/NA	1	0	0	1	0	
	1.3%	.0%	.0%	4.8%	.0%	

		Remain the Way it Is
		Not sure/DK/NA
Total		5
E. Would you consider this residence your primary home, or is it a second home?	Primary home	80.0%
	Second home	20.0%
	DK/NA	.0%

Comparisons of Column Proportions^b

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home					
	Second home	a	a		a	a
	DK/NA	a	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
E. Would you consider this residence your primary home, or is it a second home?	Total	76	28	33	7	7
	Primary home	59	23	24	6	5
		77.6%	82.1%	72.7%	85.7%	71.4%
	Second home	16	5	8	1	2
		21.1%	17.9%	24.2%	14.3%	28.6%
DK/NA	1	0	1	0	0	
	1.3%	.0%	3.0%	.0%	.0%	

		Manage the Growth of Operations
		Not sure/DK/NA
Total		1
E. Would you consider this residence your primary home, or is it a second home?	Primary home	100.0%
	Second home	.0%
	DK/NA	.0%

Comparisons of Column Proportions^c

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
E. Would you consider this residence your primary home, or is it a second home?	Primary home					a,b
	Second home	b		b	b	a,b
	DK/NA	b		b	b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Not sure/No opinion/DK/NA
E. Would you consider this residence your primary home, or is it a second home?	Total	76	56	16	3	1
	Primary home	59	44	12	2	1
		77.6%	78.6%	75.0%	66.7%	100.0%
	Second home	16	11	4	1	0
		21.1%	19.6%	25.0%	33.3%	.0%
DK/NA	1	1	0	0	0	
	1.3%	1.8%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
E. Would you consider this residence your primary home, or is it a second home?	Primary home				a,,b
	Second home				.a,,b
	DK/NA		.b	.b	.a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
F. What is your age?	Total	79	79
	18 to 29	1	1
		1.3%	1.3%
	30 to 39	4	4
		5.1%	5.1%
	40 to 49	9	9
		11.4%	11.4%
	50 to 64	35	35
	44.3%	44.3%	
65 and over	29	29	
	36.7%	36.7%	
DK/NA	1	1	
	1.3%	1.3%	

Comparisons of Column Proportions^a

		Total
		(A)
F. What is your age?	18 to 29	.
	30 to 39	.
	40 to 49	.
	50 to 64	.
	65 and over	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
F. What is your age?	Total	79	74	4	1
	18 to 29	1	1	0	0
		1.3%	1.4%	.0%	.0%
	30 to 39	4	4	0	0
		5.1%	5.4%	.0%	.0%
	40 to 49	9	9	0	0
		11.4%	12.2%	.0%	.0%
	50 to 64	35	33	2	0
	44.3%	44.6%	50.0%	.0%	
65 and over	29	26	2	1	
	36.7%	35.1%	50.0%	100.0%	
DK/NA	1	1	0	0	
	1.3%	1.4%	.0%	.0%	

Comparisons of Column Proportions^c

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
F. What is your age?			
18 to 29		a	a,b
30 to 39		a	a,b
40 to 49		a	a,b
50 to 64		.	a,b
65 and over		.	a,b
DK/NA		a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
F. What is your age?	Total	79	1	4	9	35	29	1
	18 to 29	1	1	0	0	0	0	0
		1.3%	100.0%	.0%	.0%	.0%	.0%	.0%
	30 to 39	4	0	4	0	0	0	0
		5.1%	.0%	100.0%	.0%	.0%	.0%	.0%
	40 to 49	9	0	0	9	0	0	0
		11.4%	.0%	.0%	100.0%	.0%	.0%	.0%
	50 to 64	35	0	0	0	35	0	0
		44.3%	.0%	.0%	.0%	100.0%	.0%	.0%
	65 and over	29	0	0	0	0	29	0
		36.7%	.0%	.0%	.0%	.0%	100.0%	.0%
	DK/NA	1	0	0	0	0	0	1
		1.3%	.0%	.0%	.0%	.0%	.0%	100.0%

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
F. What is your age?							
18 to 29		a,b	b	b	b	b	a,b
30 to 39		a,b	b	b	b	b	a,b
40 to 49		a,b	b	b	b	b	a,b
50 to 64		a,b	b	b	b	b	a,b
65 and over		a,b	b	b	b	b	a,b
DK/NA		a,b	b	b	b	b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date									
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5
F. What is your age?	Total	79	20	5	4	11	1	2	6	1	1
	18 to 29	1	1	0	0	0	0	0	0	0	0
		1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
	30 to 39	4	0	0	1	0	0	0	0	0	0
		5.1%	.0%	.0%	25.0%	.0%	.0%	.0%	.0%	.0%	.0%
	40 to 49	9	2	0	0	2	0	1	1	0	0
		11.4%	10.0%	.0%	.0%	18.2%	.0%	50.0%	16.7%	.0%	.0%
	50 to 64	35	10	2	2	5	1	1	2	0	1
		44.3%	50.0%	40.0%	50.0%	45.5%	100.0%	50.0%	33.3%	.0%	100.0%
	65 and over	29	7	2	1	4	0	0	3	1	0
		36.7%	35.0%	40.0%	25.0%	36.4%	.0%	.0%	50.0%	100.0%	.0%
	DK/NA	1	0	1	0	0	0	0	0	0	0
		1.3%	.0%	20.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

		Date						
		June 6	June 7	June 8	June 9	June 10	June 11	June 13
F. What is your age?	Total	5	6	7	4	3	1	2
	18 to 29	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.0%
	30 to 39	1	1	1	0	0	0	0
		20.0%	16.7%	14.3%	.0%	.0%	.0%	.0%
	40 to 49	1	0	1	0	1	0	0
		20.0%	.0%	14.3%	.0%	33.3%	.0%	.0%
	50 to 64	1	2	3	2	1	0	2
		20.0%	33.3%	42.9%	50.0%	33.3%	.0%	100.0%
	65 and over	2	3	2	2	1	1	0
		40.0%	50.0%	28.6%	50.0%	33.3%	100.0%	.0%
	DK/NA	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions^c

		Date									
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5	June 6
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
F. What is your age?											
18 to 29		a	a	a	a	a,b	a	a	a,b	a,b	a
30 to 39		a	a	a	a	a,b	a	a	a,b	a,b	a
40 to 49		a	a	a	a	a,b	a	a	a,b	a,b	a
50 to 64		a	a	a	a	a,b	a	a	a,b	a,b	a
65 and over		a	a	a	a	a,b	a	a	a,b	a,b	a
DK/NA		a	a	a	a	a,b	a	a	a,b	a,b	a

Comparisons of Column Proportions^c

		Date					
		June 7	June 8	June 9	June 10	June 11	June 13
		(K)	(L)	(M)	(N)	(O)	(P)
F. What is your age?							
18 to 29		a	a	a	a	a,b	a
30 to 39		a	a	a	a	a,b	a
40 to 49		a	a	a	a	a,b	a
50 to 64		a	a	a	a	a,b	a
65 and over		a	a	a	a	a,b	a
DK/NA		a	a	a	a	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
F. What is your age?	Total	79	3	76
	18 to 29	1	0	1
	30 to 39	4	1	3
	40 to 49	9	0	9
	50 to 64	35	2	33
	65 and over	29	0	29
	DK/NA	1	0	1
			1.3%	.0%	1.3%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent (A)	Own (B)
F. What is your age?	18 to 29	.a	
	30 to 39	B	
	40 to 49	a	
	50 to 64	.a	
	65 and over	a	
	DK/NA	.a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
F. What is your age?	Total	76	59	16	1
	18 to 29	1	1	0	0
	30 to 39	3	3	0	0
	40 to 49	9	8	1	0
	50 to 64	33	23	9	1
	65 and over	29	24	5	0
	DK/NA	1	0	1	0
			1.3%	.0%	6.3%	.0%

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home (A)	Second home (B)	Not sure/DK/NA (C)
F. What is your age?	18 to 29		.a	a,,b
	30 to 39		a	a,,b
	40 to 49		.a	a,,b
	50 to 64		.a	a,,b
	65 and over	.a		a,,b
	DK/NA	.a		a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group					
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
F. What is your age?	Total	79	1	68	1	4	5
	18 to 29	1	0	1	0	0	0
	30 to 39	4	0	4	0	0	0
	40 to 49	9	0	8	0	1	0
	50 to 64	35	0	31	0	3	1
	65 and over	29	1	24	1	0	3
	DK/NA	1	0	0	0	0	1
			1.3%	.0%	.0%	.0%	.0%	20.0%

Comparisons of Column Proportions^c

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29 a,b		a,b		
	30 to 39 a,b		a,b	b	b
	40 to 49 a,b		a,b		b
	50 to 64 a,b		a,b		
	65 and over a,b		a,b	b	
	DK/NA a,b	b	a,b	b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport					
		Total	More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
F. What is your age?	Total	51	11	8	23	6	1
	30 to 39	2 3.9%	2 18.2%	0 .0%	0 .0%	0 .0%	0 .0%
	40 to 49	9 17.6%	4 36.4%	0 .0%	3 13.0%	1 16.7%	0 .0%
	50 to 64	23 45.1%	3 27.3%	5 62.5%	11 47.8%	4 66.7%	0 .0%
	65 and over	16 31.4%	2 18.2%	3 37.5%	9 39.1%	1 16.7%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%	1 100.0%

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
F. What is your age?	Total	2
	30 to 39	0 .0%
	40 to 49	1 50.0%
	50 to 64	0 .0%
	65 and over	1 50.0%
	DK/NA	0 .0%

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport				
		More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	30 to 39		a			a,b
	40 to 49		a			a,b
	50 to 64					a,b
	65 and over	a	a	a	a	a,b
	DK/NA					

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
		(F)
F. What is your age?	30 to 39	a
	40 to 49	a
	50 to 64	
	65 and over	a
	DK/NA	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted						
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other
F. What is your age?	Total	51	36	5	10	2	1	4
	30 to 39	2 3.9%	2 5.6%	1 20.0%	0 .0%	0 .0%	0 .0%	0 .0%
	40 to 49	9 17.6%	6 16.7%	0 .0%	2 20.0%	0 .0%	0 .0%	0 .0%
	50 to 64	23 45.1%	16 44.4%	0 .0%	6 60.0%	1 50.0%	1 100.0%	2 50.0%
	65 and over	16 31.4%	11 30.6%	4 80.0%	2 20.0%	1 50.0%	0 .0%	2 50.0%
	DK/NA	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

	Types of Aircraft Piloted
	DK/NA
Total	1
30 to 39	0
40 to 49	1 100.0%
50 to 64	0 .0%
65 and over	0 .0%
DK/NA	0 .0%

Comparisons of Column Proportions^c

	Types of Aircraft Piloted					
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other
	(A)	(B)	(C)	(D)	(E)	(F)
30 to 39			a	a	a,b	a
40 to 49		a		a	a,b	a
50 to 64		a			a,b	
65 and over					a,b	
DK/NA		a	a	a	a,b	a

Comparisons of Column Proportions^c

	Types of Aircraft Piloted
	DK/NA
	(G)
30 to 39	a,b
40 to 49	a,b
50 to 64	a,b
65 and over	a,b
DK/NA	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
F. What is your age?	Total	79	27	46	2	4
	18 to 29	1 1.3%	1 3.7%	0 .0%	0 .0%	0 .0%
	30 to 39	4 5.1%	2 7.4%	2 4.3%	0 .0%	0 .0%
	40 to 49	9 11.4%	4 14.8%	5 10.9%	0 .0%	0 .0%
	50 to 64	35 44.3%	13 48.1%	20 43.5%	2 100.0%	0 .0%
	65 and over	29 36.7%	6 22.2%	19 41.3%	0 .0%	4 100.0%
	DK/NA	1 1.3%	1 3.7%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
F. What is your age?	18 to 29		a	a	a
	30 to 39			a	a
	40 to 49			a	a
	50 to 64			a	a
	65 and over			a	a
	DK/NA		a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
F. What is your age?	Total	79	2	5	8	63	1
	18 to 29	1 1.3%	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%
	30 to 39	4 5.1%	0 .0%	0 .0%	1 12.5%	3 4.8%	0 .0%
	40 to 49	9 11.4%	0 .0%	0 .0%	1 12.5%	8 12.7%	0 .0%
	50 to 64	35 44.3%	2 100.0%	1 20.0%	3 37.5%	29 46.0%	0 .0%
	65 and over	29 36.7%	0 .0%	3 60.0%	3 37.5%	22 34.9%	1 100.0%
	DK/NA	1 1.3%	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%

Comparisons of Column Proportions^c

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29	a		a	a	a,b
	30 to 39	a	a			a,b
	40 to 49	a	a			a,b
	50 to 64	a				a,b
	65 and over	a	a			a,b
	DK/NA	a	a	a		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
F. What is your age?	Total	79	11	27	22	14	5
	18 to 29	1	0	0	1	0	0
		1.3%	.0%	.0%	4.5%	.0%	.0%
	30 to 39	4	1	1	0	2	0
		5.1%	9.1%	3.7%	.0%	14.3%	.0%
	40 to 49	9	1	4	2	2	0
		11.4%	9.1%	14.8%	9.1%	14.3%	.0%
	50 to 64	35	5	12	8	8	2
	44.3%	45.5%	44.4%	36.4%	57.1%	40.0%	
65 and over	29	4	10	11	1	3	
	36.7%	36.4%	37.0%	50.0%	7.1%	60.0%	
DK/NA	1	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	7.1%	.0%	

Comparisons of Column Proportions^b

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29	a	a		a	a
	30 to 39			a		a
	40 to 49					a
	50 to 64					a
	65 and over		a	a		a
	DK/NA	a	a	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)	
F. What is your age?	Total	79	29	34	7	8	1
	18 to 29	1	0	1	0	0	0
		1.3%	.0%	2.9%	.0%	.0%	.0%
	30 to 39	4	4	0	0	0	0
		5.1%	13.8%	.0%	.0%	.0%	.0%
	40 to 49	9	3	2	2	2	0
		11.4%	10.3%	5.9%	28.6%	25.0%	.0%
	50 to 64	35	12	15	3	5	0
	44.3%	41.4%	44.1%	42.9%	62.5%	.0%	
65 and over	29	10	15	2	1	1	
	36.7%	34.5%	44.1%	28.6%	12.5%	100.0%	
DK/NA	1	0	1	0	0	0	
	1.3%	.0%	2.9%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
F. What is your age?	18 to 29	a		a	a	a,b
	30 to 39		a		a	a,b
	40 to 49			a		a,b
	50 to 64					a,b
	65 and over					a,b
	DK/NA	a		a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
F. What is your age?	Total	79	58	16	3	1	1
	18 to 29	1	1	0	0	0	0
		1.3%	1.7%	.0%	.0%	.0%	.0%
	30 to 39	4	2	2	0	0	0
		5.1%	3.4%	12.5%	.0%	.0%	.0%
	40 to 49	9	7	1	0	0	1
		11.4%	12.1%	6.3%	.0%	.0%	100.0%
	50 to 64	35	25	7	2	1	0
		44.3%	43.1%	43.8%	66.7%	100.0%	.0%
	65 and over	29	23	6	0	0	0
	36.7%	39.7%	37.5%	.0%	.0%	.0%	
DK/NA	1	0	0	1	0	0	
	1.3%	.0%	.0%	33.3%	.0%	.0%	

Comparisons of Column Proportions^c

	First Favorable/Unfavorable				
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)	(E)
F. What is your age?					
18 to 29		a	a	a,b	a,b
30 to 39		a	a	a,b	a,b
40 to 49		a	a	a,b	a,b
50 to 64		a	a	a,b	a,b
65 and over		a	a	a,b	a,b
DK/NA	a	a	.	a,b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
G. What ethnic group do you consider yourself a part of or feel closest to?		
Total	79	79
African-American or Black	1 1.3%	1 1.3%
Caucasian or White	68 86.1%	68 86.1%
Native Hawaiian or other Pacific Islander	1 1.3%	1 1.3%
Two or more races	4 5.1%	4 5.1%
DK/NA	5 6.3%	5 6.3%

Comparisons of Column Proportions^a

	Total
	(A)
G. What ethnic group do you consider yourself a part of or feel closest to?	
African-American or Black	.
Caucasian or White	.
Native Hawaiian or other Pacific Islander	.
Two or more races	.
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
G. What ethnic group do you consider yourself a part of or feel closest to?				
Total	79	74	4	1
African-American or Black	1 1.3%	1 1.4%	0 .0%	0 .0%
Caucasian or White	68 86.1%	65 87.8%	3 75.0%	0 .0%
Native Hawaiian or other Pacific Islander	1 1.3%	1 1.4%	0 .0%	0 .0%
Two or more races	4 5.1%	4 5.4%	0 .0%	0 .0%
DK/NA	5 6.3%	3 4.1%	1 25.0%	1 100.0%

Comparisons of Column Proportions^c

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
G. What ethnic group do you consider yourself a part of or feel closest to?			
African-American or Black	.	a	a,b
Caucasian or White	.	.	a,b
Native Hawaiian or other Pacific Islander	.	a	a,b
Two or more races	.	a	a,b
DK/NA	.	.	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
G. What ethnic group do you consider yourself a part of or feel closest to?							
Total	79	1	4	9	35	29	1
African-American or Black	1 1.3%	0 .0%	0 .0%	0 .0%	0 .0%	1 3.4%	0 .0%
Caucasian or White	68 86.1%	1 100.0%	4 100.0%	8 88.9%	31 88.6%	24 82.8%	0 .0%
Native Hawaiian or other Pacific Islander	1 1.3%	0 .0%	0 .0%	0 .0%	0 .0%	1 3.4%	0 .0%
Two or more races	4 5.1%	0 .0%	0 .0%	1 11.1%	3 8.6%	0 .0%	0 .0%
DK/NA	5 6.3%	0 .0%	0 .0%	0 .0%	1 2.9%	3 10.3%	1 100.0%

Comparisons of Column Proportions^c

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,,b	.b	.b	.b		a,,b
	Caucasian or White	a,,b	.b				a,,b
	Native Hawaiian or other Pacific Islander	a,,b	.b	.b	.b		a,,b
	Two or more races	a,,b	.b			.b	a,,b
	DK/NA	a,,b	.b	.b			a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date						
		Total	May 27	May 28	May 29	May 30	June 1	June 2
		G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	20	5	4	11	1	2
African-American or Black	1		0	0	0	0	0	0
Caucasian or White	68		17	4	3	10	1	2
Native Hawaiian or other Pacific Islander	1		1	0	0	0	0	0
Two or more races	4		1	0	0	0	0	0
DK/NA	5		1	1	1	1	0	0
	6.3%		5.0%	20.0%	25.0%	9.1%	.0%	.0%

		Date						
		June 3	June 4	June 5	June 6	June 7	June 8	June 9
		G. What ethnic group do you consider yourself a part of or feel closest to?	Total	6	1	1	5	6	7	4
African-American or Black	0		0	0	1	0	0	0
Caucasian or White	6		1	1	3	5	6	3
Native Hawaiian or other Pacific Islander	0		0	0	0	0	0	0
Two or more races	0		0	0	1	1	1	0
DK/NA	0		0	0	0	0	0	1
	.0%		.0%	.0%	20.0%	16.7%	14.3%	.0%

		Date		
		June 10	June 11	June 13
		G. What ethnic group do you consider yourself a part of or feel closest to?	Total	3	1	2
African-American or Black	0		0	0
Caucasian or White	3		1	2
Native Hawaiian or other Pacific Islander	0		0	0
Two or more races	0		0	0
DK/NA	0		0	0
	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Date						
		May 27	May 28	May 29	May 30	June 1	June 2	June 3
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a	a	a,,b	a	a
	Caucasian or White					a,,b	a	a
	Native Hawaiian or other Pacific Islander		a	a	a	a,,b	a	a
	Two or more races		a	a	a	a,,b	a	a
	DK/NA					a,,b	a	a

Comparisons of Column Proportions^c

		Date						
		June 4	June 5	June 6	June 7	June 8	June 9	June 10
		(H)	(I)	(J)	(K)	(L)	(M)	(N)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,,b	a,,b		a	a	a	a
	Caucasian or White	a,,b	a,,b					a
	Native Hawaiian or other Pacific Islander	a,,b	a,,b	a	a	a	a	a
	Two or more races	a,,b	a,,b				a	a
	DK/NA	a,,b	a,,b	a	a	a		a

Comparisons of Column Proportions^c

		Date	
		June 11	June 13
		(O)	(P)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,,b	a
	Caucasian or White	a,,b	a
	Native Hawaiian or other Pacific Islander	a,,b	a
	Two or more races	a,,b	a
	DK/NA	a,,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	3	76
	African-American or Black	1	0	1
	Caucasian or White	68	3	65
	Native Hawaiian or other Pacific Islander	1	0	1
	Two or more races	4	0	4
	DK/NA	5	0	5
		6.3%	.0%	6.6%

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	
	Caucasian or White	a	
	Native Hawaiian or other Pacific Islander	a	
	Two or more races	a	
	DK/NA	a	
		.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	76	59	16	1
	African-American or Black	1	1	0	0
	Caucasian or White	65	52	12	1
	Native Hawaiian or other Pacific Islander	1	0	1	0
	Two or more races	4	3	1	0
	DK/NA	5	3	2	0
		6.6%	5.1%	12.5%	.0%

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black			a,b
	Caucasian or White			a,b
	Native Hawaiian or other Pacific Islander	a		a,b
	Two or more races			a,b
	DK/NA			a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group			
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	1	68	1
	African-American or Black	1	100.0%	.0%	.0%
	Caucasian or White	68	0	68	0
	Native Hawaiian or other Pacific Islander	1	0	0	100.0%
	Two or more races	4	0	0	0
	DK/NA	5	0	0	0
		6.3%	.0%	.0%	.0%

		Ethnic Group	
		Two or more races	DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	4	5
	African-American or Black	0	0
	Caucasian or White	0	0
	Native Hawaiian or other Pacific Islander	0	0
	Two or more races	4	0
	DK/NA	0	5
		.0%	100.0%

Comparisons of Column Proportions^c

		Ethnic Group			
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,b	.b	a,b	.b
	Caucasian or White	a,b	.b	a,b	.b
	Native Hawaiian or other Pacific Islander	a,b	.b	a,b	.b
	Two or more races	a,b	.b	a,b	.b
	DK/NA	a,b	.b	a,b	.b

Comparisons of Column Proportions^c

		Ethnic Group
		DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.b
	Caucasian or White	.b
	Native Hawaiian or other Pacific Islander	.b
	Two or more races	.b
	DK/NA	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport			
		Total	More than once a week	Once a week	Few times a month
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	51	11	8	23
	African-American or Black	1	0	0	1
		2.0%	.0%	.0%	4.3%
	Caucasian or White	44	9	8	19
		86.3%	81.8%	100.0%	82.6%
	Native Hawaiian or other Pacific Islander	1	0	0	1
		2.0%	.0%	.0%	4.3%
Two or more races	2	1	0	1	
	3.9%	9.1%	.0%	4.3%	
DK/NA	3	1	0	1	
	5.9%	9.1%	.0%	4.3%	

		How Often Operate Flights Out of Truckee Tahoe Airport		
		Once a month	Few times a year or less	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	6	1	2
	African-American or Black	0	0	0
		.0%	.0%	.0%
	Caucasian or White	6	0	2
		100.0%	.0%	100.0%
	Native Hawaiian or other Pacific Islander	0	0	0
		.0%	.0%	.0%
Two or more races	0	0	0	
	.0%	.0%	.0%	
DK/NA	0	1	0	
	.0%	100.0%	.0%	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	.	a
	Caucasian or White	.	a	.	a
	Native Hawaiian or other Pacific Islander	a	a	.	a
	Two or more races	.	a	.	a
	DK/NA	.	a	.	a

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,b	a
	Caucasian or White	a,b	a
	Native Hawaiian or other Pacific Islander	a,b	a
	Two or more races	a,b	a
	DK/NA	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	51	36	5	10	2
	African-American or Black	1	1	0	0	0
		2.0%	2.8%	.0%	.0%	.0%
	Caucasian or White	44	29	5	9	2
		86.3%	80.6%	100.0%	90.0%	100.0%
	Native Hawaiian or other Pacific Islander	1	1	0	1	0
		2.0%	2.8%	.0%	10.0%	.0%
Two or more races	2	2	0	0	0	
	3.9%	5.6%	.0%	.0%	.0%	
DK/NA	3	3	0	0	0	
	5.9%	8.3%	.0%	.0%	.0%	

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	1	4	1
	African-American or Black	0	0	0
		.0%	.0%	.0%
	Caucasian or White	1	4	1
		100.0%	100.0%	100.0%
	Native Hawaiian or other Pacific Islander	0	0	0
		.0%	.0%	.0%
Two or more races	0	0	0	
	.0%	.0%	.0%	
DK/NA	0	0	0	
	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.	a	.	a
	Caucasian or White	.	.	.	.
	Native Hawaiian or other Pacific Islander	.	.	.	.
	Two or more races	.	.	a	a
	DK/NA	.	.	a	a

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,b	a	a,b
	Caucasian or White	a,b	a	a,b
	Native Hawaiian or other Pacific Islander	a,b	a	a,b
	Two or more races	a,b	a	a,b
	DK/NA	a,b	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not enough
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	27	46	2
	African-American or Black	1	1	0	0
		1.3%	3.7%	.0%	.0%
	Caucasian or White	68	23	41	1
		86.1%	85.2%	89.1%	50.0%
	Native Hawaiian or other Pacific Islander	1	1	0	0
		1.3%	3.7%	.0%	.0%
Two or more races	4	0	4	0	
	5.1%	.0%	8.7%	.0%	
DK/NA	5	2	1	1	
	6.3%	7.4%	2.2%	50.0%	

		Amount Airport is Doing About Noise/Low Flying Aircraft
		Not sure/No opinion/DK/NA
		A
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	4
	African-American or Black	0
		.0%
	Caucasian or White	3
		75.0%
	Native Hawaiian or other Pacific Islander	0
	.0%	
Two or more races	0	
	.0%	
DK/NA	1	
	25.0%	

Comparisons of Column Proportions ^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black		a	a	a
	Caucasian or White				
	Native Hawaiian or other Pacific Islander		a	a	a
	Two or more races	a		a	a
	DK/NA			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	2	5	8
	African-American or Black	1 1.3%	0 .0%	0 .0%	0 .0%
	Caucasian or White	68 86.1%	1 50.0%	5 100.0%	8 100.0%
	Native Hawaiian or other Pacific Islander	1 1.3%	0 .0%	0 .0%	0 .0%
	Two or more races	4 5.1%	0 .0%	0 .0%	0 .0%
	DK/NA	5 6.3%	1 50.0%	0 .0%	0 .0%

		Reduce Number of Flights	
		Strongly disagree	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	63	1
	African-American or Black	1 1.6%	0 .0%
	Caucasian or White	53 84.1%	1 100.0%
	Native Hawaiian or other Pacific Islander	1 1.6%	0 .0%
	Two or more races	4 6.3%	0 .0%
	DK/NA	4 6.3%	0 .0%

Comparisons of Column Proportions ^c

		Reduce Number of Flights			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a	a	
	Caucasian or White	.	a	a	
	Native Hawaiian or other Pacific Islander	a	a	a	
	Two or more races	a	a	a	
	DK/NA	D	.	.	

Comparisons of Column Proportions ^c

		Reduce Number of Flights
		Not sure/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,b
	Caucasian or White	a,b
	Native Hawaiian or other Pacific Islander	a,b
	Two or more races	a,b
	DK/NA	a,b
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	11	27	22
	African-American or Black	1 1.3%	0 .0%	0 .0%	1 4.5%
	Caucasian or White	68 86.1%	11 100.0%	24 88.9%	20 90.9%
	Native Hawaiian or other Pacific Islander	1 1.3%	0 .0%	1 3.7%	0 .0%
	Two or more races	4 5.1%	0 .0%	1 3.7%	1 4.5%
	DK/NA	5 6.3%	0 .0%	1 3.7%	0 .0%

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	14	5
	African-American or Black	0	0
	Caucasian or White	10	3
	Native Hawaiian or other Pacific Islander	0	0
	Two or more races	1	1
	DK/NA	3	1
		21.4%	20.0%

Comparisons of Column Proportions^b

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a	a		a
	Caucasian or White	a			
	Native Hawaiian or other Pacific Islander	a		a	a
	Two or more races	a			
	DK/NA	a		a	
	

Comparisons of Column Proportions^b

		Remain the Way it Is
		Not sure/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a
	Caucasian or White	.
	Native Hawaiian or other Pacific Islander	a
	Two or more races	.
	DK/NA	.
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	29	34	7
	African-American or Black	1	1	0	0
	Caucasian or White	68	26	29	6
	Native Hawaiian or other Pacific Islander	1	0	0	0
	Two or more races	4	1	2	1
	DK/NA	5	1	3	0
		6.3%	3.4%	8.8%	.0%

		Manage the Growth of Operations	
		Strongly disagree	Not sure/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	8	1
	African-American or Black	0	0
	Caucasian or White	6	1
	Native Hawaiian or other Pacific Islander	1	0
	Two or more races	0	0
	DK/NA	1	0
		12.5%	100.0%
		0.0%	.0%
		75.0%	100.0%
		12.5%	.0%
		0	0
		0.0%	.0%
		1	0
		12.5%	.0%

Comparisons of Column Proportions^c

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.	a	a	a
	Caucasian or White	.	.	.	.
	Native Hawaiian or other Pacific Islander	a	a	a	.
	Two or more races	.	.	.	a
	DK/NA	.	.	a	.
	

Comparisons of Column Proportions^c

		Manage the Growth of Operations
		Not sure/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a, b
	Caucasian or White	a, b
	Native Hawaiian or other Pacific Islander	a, b
	Two or more races	a, b
	DK/NA	a, b
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	79	58	16	3
	African-American or Black	1	1	0	0
		1.3%	1.7%	.0%	.0%
	Caucasian or White	68	51	15	0
		86.1%	87.9%	93.8%	.0%
	Native Hawaiian or other Pacific Islander	1	1	0	0
		1.3%	1.7%	.0%	.0%
Two or more races	4	3	0	1	
	5.1%	5.2%	.0%	33.3%	
DK/NA	5	2	1	2	
	6.3%	3.4%	6.3%	66.7%	

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
G. What ethnic group do you consider yourself a part of or feel closest to?	Total	1	1
	African-American or Black	0	0
		.0%	.0%
	Caucasian or White	1	1
		100.0%	100.0%
	Native Hawaiian or other Pacific Islander	0	0
		.0%	.0%
Two or more races	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	.	a	a	a,b
	Caucasian or White	.	.	a	a,b
	Native Hawaiian or other Pacific Islander	.	a	.	a,b
	Two or more races	.	a	.	a,b
	DK/NA	.	.	A B	a,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
G. What ethnic group do you consider yourself a part of or feel closest to?	African-American or Black	a,b
	Caucasian or White	a,b
	Native Hawaiian or other Pacific Islander	a,b
	Two or more races	a,b
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	51
	More than once a week	11	11
		21.6%	21.6%
	Once a week	8	8
		15.7%	15.7%
	Few times a month	23	23
		45.1%	45.1%
Once a month	6	6	
	11.8%	11.8%	
Few times a year or less	1	1	
	2.0%	2.0%	
DK/NA	2	2	
	3.9%	3.9%	

Comparisons of Column Proportions^a

		Total
		(A)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	.
	Once a week	.
	Few times a month	.
	Once a month	.
	Few times a year or less	.
DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	49	1	1
	More than once a week	11	10	0	1
		21.6%	20.4%	.0%	100.0%
	Once a week	8	8	0	0
		15.7%	16.3%	.0%	.0%
	Few times a month	23	22	1	0
		45.1%	44.9%	100.0%	.0%
	Once a month	6	6	0	0
	11.8%	12.2%	.0%	.0%	
Few times a year or less	1	1	0	0	
	2.0%	2.0%	.0%	.0%	
DK/NA	2	2	0	0	
	3.9%	4.1%	.0%	.0%	

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week		a,b	a,b
	Once a week		a,b	a,b
	Few times a month		a,b	a,b
	Once a month		a,b	a,b
	Few times a year or less		a,b	a,b
DK/NA		a,b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age					
		Total	30-39	40-49	50-64	65+	Not coded
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	2	9	23	16	1
	More than once a week	11	2	4	3	2	0
		21.6%	100.0%	44.4%	13.0%	12.5%	.0%
	Once a week	8	0	0	5	3	0
		15.7%	.0%	.0%	21.7%	18.8%	.0%
	Few times a month	23	0	3	11	9	0
		45.1%	.0%	33.3%	47.8%	56.3%	.0%
	Once a month	6	0	1	4	1	0
	11.8%	.0%	11.1%	17.4%	6.3%	.0%	
Few times a year or less	1	0	0	0	0	1	
	2.0%	.0%	.0%	.0%	.0%	100.0%	
DK/NA	2	0	1	0	1	0	
	3.9%	.0%	11.1%	.0%	6.3%	.0%	

Comparisons of Column Proportions^c

		Age				
		30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a				a,b
	Once a week	a	a			a,b
	Few times a month	a				a,b
	Once a month	a		a	a	a,b
	Few times a year or less	a	a	a	a	a,b
DK/NA	a		a		a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date						
		Total	May 27	May 28	May 29	May 30	June 2	June 3
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	16	3	2	9	1	4
	More than once a week	11	2	2	0	2	1	0
		21.6%	12.5%	66.7%	.0%	22.2%	100.0%	.0%
	Once a week	8	5	0	0	1	0	1
		15.7%	31.3%	.0%	.0%	11.1%	.0%	25.0%
	Few times a month	23	5	0	2	4	0	3
		45.1%	31.3%	.0%	100.0%	44.4%	.0%	75.0%
	Once a month	6	2	0	0	2	0	0
	11.8%	12.5%	.0%	.0%	22.2%	.0%	.0%	
Few times a year or less	1	0	1	0	0	0	0	
	2.0%	.0%	33.3%	.0%	.0%	.0%	.0%	
DK/NA	2	2	0	0	0	0	0	
	3.9%	12.5%	.0%	.0%	.0%	.0%	.0%	

		Date						
		June 5	June 6	June 7	June 8	June 9	June 10	June 13
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	1	5	2	2	2	3	1
	More than once a week	0	3	1	0	0	0	0
		.0%	60.0%	50.0%	.0%	.0%	.0%	.0%
	Once a week	0	0	0	0	0	1	0
		.0%	.0%	.0%	.0%	.0%	33.3%	.0%
	Few times a month	1	2	1	1	1	2	1
		100.0%	40.0%	50.0%	50.0%	50.0%	66.7%	100.0%
	Once a month	0	0	0	1	1	0	0
	.0%	.0%	.0%	50.0%	50.0%	.0%	.0%	
Few times a year or less	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Date						
		May 27	May 28	May 29	May 30	June 2	June 3	June 5
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week		a	a		a,b	a	a,b
	Once a week		a	a		a,b		a,b
	Few times a month		a	a		a,b		a,b
	Once a month		a	a		a,b	a	a,b
	Few times a year or less	a		a	a	a,b	a	a,b
	DK/NA		a	a	a	a,b	a	a,b

Comparisons of Column Proportions^c

		Date					
		June 6	June 7	June 8	June 9	June 10	June 13
		(H)	(I)	(J)	(K)	(L)	(M)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a	a	a	a	a	a,b
	Once a week			a			a,b
	Few times a month			a			a,b
	Once a month	a	a			a	a,b
	Few times a year or less	a	a	a	a	a	a,b
	DK/NA	a	a	a	a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	3	48
	More than once a week	11	1	10
		21.6%	33.3%	20.8%
	Once a week	8	1	7
		15.7%	33.3%	14.6%
	Few times a month	23	0	23
		45.1%	.0%	47.9%
	Once a month	6	1	5
	11.8%	33.3%	10.4%	
Few times a year or less	1	0	1	
	2.0%	.0%	2.1%	
DK/NA	2	0	2	
	3.9%	.0%	4.2%	

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week		
	Once a week	a	
	Few times a month		
	Once a month	a	
	Few times a year or less	a	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	48	31	16	1
	More than once a week	10	8	2	0
		20.8%	25.8%	12.5%	.0%
	Once a week	7	4	3	0
		14.6%	12.9%	18.8%	.0%
	Few times a month	23	15	7	1
		47.9%	48.4%	43.8%	100.0%
	Once a month	5	2	3	0
		10.4%	6.5%	18.8%	.0%
	Few times a year or less	1	0	1	0
	2.1%	.0%	6.3%	.0%	
DK/NA	2	2	0	0	
	4.2%	6.5%	.0%	.0%	

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week			a,b
	Once a week			a,b
	Few times a month			a,b
	Once a month			a,b
	Few times a year or less	b		a,b
	DK/NA		b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group				
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	1	44	1	2
	More than once a week	11 21.6%	0 .0%	9 20.5%	0 .0%	1 50.0%
	Once a week	8 15.7%	0 .0%	8 18.2%	0 .0%	0 .0%
	Few times a month	23 45.1%	1 100.0%	19 43.2%	1 100.0%	1 50.0%
	Once a month	6 11.8%	0 .0%	6 13.6%	0 .0%	0 .0%
	Few times a year or less	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	2 3.9%	0 .0%	2 4.5%	0 .0%	0 .0%

		Ethnic Group
		DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	3
	More than once a week	1 33.3%
	Once a week	0 .0%
	Few times a month	1 33.3%
	Once a month	0 .0%
	Few times a year or less	1 33.3%
	DK/NA	0 .0%

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a,b		a,b		
	Once a week	a,b		a,b	.b	.b
	Few times a month	a,b		a,b		
	Once a month	a,b		a,b	.b	.b
	Few times a year or less	a,b	.b	a,b	.b	.b
DK/NA	a,b		a,b	.b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport				
		Total	More than once a week	Once a week	Few times a month	Once a month
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	11	8	23	6
	More than once a week	11 21.6%	11 100.0%	0 .0%	0 .0%	0 .0%
	Once a week	8 15.7%	0 .0%	8 100.0%	0 .0%	0 .0%
	Few times a month	23 45.1%	0 .0%	0 .0%	23 100.0%	0 .0%
	Once a month	6 11.8%	0 .0%	0 .0%	0 .0%	6 100.0%
	Few times a year or less	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%
	DK/NA	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	1	2
	More than once a week	0 .0%	0 .0%
	Once a week	0 .0%	0 .0%
	Few times a month	0 .0%	0 .0%
	Once a month	0 .0%	0 .0%
	Few times a year or less	1 100.0%	0 .0%
	DK/NA	0 .0%	2 100.0%

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a	a	a	a
	Once a week	a	a	a	a
	Few times a month	a	a	a	a
	Once a month	a	a	a	a
	Few times a year or less	a	a	a	a
DK/NA	a	a	a	a	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a,b	a
	Once a week	a,b	a
	Few times a month	a,b	a
	Once a month	a,b	a
	Few times a year or less	a,b	a
	DK/NA	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	36	5	10	2
	More than once a week	11 21.6%	10 27.8%	1 20.0%	2 20.0%	0 .0%
	Once a week	8 15.7%	5 13.9%	1 20.0%	2 20.0%	0 .0%
	Few times a month	23 45.1%	19 52.8%	3 60.0%	4 40.0%	0 .0%
	Once a month	6 11.8%	1 2.8%	0 .0%	2 20.0%	2 100.0%
	Few times a year or less	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
	DK/NA	2 3.9%	0 .0%	0 .0%	0 .0%	0 .0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	1	4	1
	More than once a week	100.0%	25.0%	.0%
	Once a week	0 .0%	0 .0%	0 .0%
	Few times a month	0 .0%	1 25.0%	0 .0%
	Once a month	0 .0%	1 25.0%	0 .0%
	Few times a year or less	0 .0%	0 .0%	0 .0%
	DK/NA	0 .0%	1 25.0%	1 100.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week				a
	Once a week				a
	Few times a month				a
	Once a month		a		a
	Few times a year or less	a	a	a	a

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a,b		a,b
	Once a week	a,b	a	a,b
	Few times a month	a,b		a,b
	Once a month	a,b		a,b
	Few times a year or less	a,b	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not sure/No opinion/DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	23	27	1
	More than once a week	11 21.6%	7 30.4%	4 14.8%	0 .0%
	Once a week	8 15.7%	4 17.4%	4 14.8%	0 .0%
	Few times a month	23 45.1%	8 34.8%	15 55.6%	0 .0%
	Once a month	6 11.8%	3 13.0%	3 11.1%	0 .0%
	Few times a year or less	1 2.0%	1 4.3%	0 .0%	0 .0%
	DK/NA	2 3.9%	0 .0%	1 3.7%	1 100.0%

Comparisons of Column Proportions^c

		Amount Airport is Doing About Noise/Low Flying Aircraft		
		Too much	Right amount	Not sure/No opinion/DK/NA
		(A)	(B)	(C)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week			a,,b
	Once a week			a,,b
	Few times a month			a,,b
	Once a month			a,,b
	Few times a year or less		.b	a,,b
	DK/NA	.b		a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	1	4	46
	More than once a week	11	1	1	9
		21.6%	100.0%	25.0%	19.6%
	Once a week	8	0	0	8
		15.7%	.0%	.0%	17.4%
	Few times a month	23	0	3	20
		45.1%	.0%	75.0%	43.5%
	Once a month	6	0	0	6
	11.8%	.0%	.0%	13.0%	
Few times a year or less	1	0	0	1	
	2.0%	.0%	.0%	2.2%	
DK/NA	2	0	0	2	
	3.9%	.0%	.0%	4.3%	

Comparisons of Column Proportions^c

		Reduce Number of Flights		
		Strongly agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a,,b		
	Once a week	a,,b	.b	
	Few times a month	a,,b		
	Once a month	a,,b	.b	
	Few times a year or less	a,,b	.b	
	DK/NA	a,,b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	7	20	12	11
	More than once a week	11	2	0	3	6
		21.6%	28.6%	.0%	25.0%	54.5%
	Once a week	8	3	2	1	1
		15.7%	42.9%	10.0%	8.3%	9.1%
	Few times a month	23	1	14	6	2
		45.1%	14.3%	70.0%	50.0%	18.2%
	Once a month	6	0	3	2	1
		11.8%	.0%	15.0%	16.7%	9.1%
	Few times a year or less	1	0	0	0	1
	2.0%	.0%	.0%	.0%	9.1%	
DK/NA	2	1	1	0	0	
	3.9%	14.3%	5.0%	.0%	.0%	

		Remain the Way it Is
		Not sure/DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	1
	More than once a week	0
		.0%
	Once a week	1
		100.0%
	Few times a month	0
		.0%
	Once a month	0
	.0%	
Few times a year or less	0	
	.0%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions^c

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week		a		
	Once a week				
	Few times a month	a	D		
	Once a month	a		a	
	Few times a year or less	a	a	a	
	DK/NA	.	.	a	a

Comparisons of Column Proportions^c

		Remain the Way it Is
		Not sure/DK/NA
		(E)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a,,b
	Once a week	a,,b
	Few times a month	a,,b
	Once a month	a,,b
	Few times a year or less DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations				
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	20	18	6	7
	More than once a week	11 21.6%	3 15.0%	2 11.1%	2 33.3%	4 57.1%
	Once a week	8 15.7%	5 25.0%	0 .0%	2 33.3%	1 14.3%
	Few times a month	23 45.1%	10 50.0%	10 55.6%	2 33.3%	1 14.3%
	Once a month	6 11.8%	0 .0%	5 27.8%	0 .0%	1 14.3%
	Few times a year or less	1 2.0%	0 .0%	1 5.6%	0 .0%	0 .0%
	DK/NA	2 3.9%	2 10.0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^b

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week				
	Once a week		a		
	Few times a month			a	
	Once a month	a		a	a
	Few times a year or less DK/NA	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable				
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	51	39	9	1	1
	More than once a week	11 21.6%	9 23.1%	1 11.1%	0 .0%	0 .0%
	Once a week	8 15.7%	4 10.3%	3 33.3%	0 .0%	1 100.0%
	Few times a month	23 45.1%	20 51.3%	3 33.3%	0 .0%	0 .0%
	Once a month	6 11.8%	4 10.3%	2 22.2%	0 .0%	0 .0%
	Few times a year or less	1 2.0%	0 .0%	0 .0%	1 100.0%	0 .0%
	DK/NA	2 3.9%	2 5.1%	0 .0%	0 .0%	0 .0%

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	Total	1
	More than once a week	1 100.0%
	Once a week	0 .0%
	Few times a month	0 .0%
	Once a month	0 .0%
	Few times a year or less	0 .0%
	DK/NA	0 .0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week			a,,b	a,,b
	Once a week			a,,b	a,,b
	Few times a month			a,,b	a,,b
	Once a month			a,,b	a,,b
	Few times a year or less DK/NA	,b	,b	a,,b	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA
		(E)
H. On average, how often do you operate flights out of the Truckee Tahoe Airport?	More than once a week	a.,b
	Once a week	a.,b
	Few times a month	a.,b
	Once a month	a.,b
	Few times a year or less	a.,b
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
I. What types of aircraft do you pilot?	Total	51	51
	Single engine piston	36	36
		70.6%	70.6%
	Twin piston	5	5
		9.8%	9.8%
	Turbo prop	10	10
		19.6%	19.6%
	Small Jet of 12,500 to 25,000 pounds	2	2
		3.9%	3.9%
Medium Jet of 25,000 to 40,000 pounds	1	1	
	2.0%	2.0%	
Other	4	4	
	7.8%	7.8%	
DK/NA	1	1	
	2.0%	2.0%	

Comparisons of Column Proportions^a

		Total
		Total (A)
I. What types of aircraft do you pilot?	Single engine piston	.
	Twin piston	.
	Turbo prop	.
	Small Jet of 12,500 to 25,000 pounds	.
	Medium Jet of 25,000 to 40,000 pounds	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
I. What types of aircraft do you pilot?	Total	51	49	1	1
	Single engine piston	36	34	1	1
		70.6%	69.4%	100.0%	100.0%
	Twin piston	5	5	0	0
		9.8%	10.2%	.0%	.0%
	Turbo prop	10	10	0	0
		19.6%	20.4%	.0%	.0%
	Small Jet of 12,500 to 25,000 pounds	2	2	0	0
		3.9%	4.1%	.0%	.0%
	Medium Jet of 25,000 to 40,000 pounds	1	1	0	0
	2.0%	2.0%	.0%	.0%	
Other	4	4	0	0	
	7.8%	8.2%	.0%	.0%	
DK/NA	1	1	0	0	
	2.0%	2.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
I. What types of aircraft do you pilot?	Single engine piston		a,,b	a,,b
	Twin piston		a,,b	a,,b
	Turbo prop		a,,b	a,,b
	Small Jet of 12,500 to 25,000 pounds		a,,b	a,,b
	Medium Jet of 25,000 to 40,000 pounds		a,,b	a,,b
	Other		a,,b	a,,b
	DK/NA		a,,b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age					
		Total	30-39	40-49	50-64	65+	Not coded
I. What types of aircraft do you pilot?	Total	51	2	9	23	16	1
	Single engine piston	36	2	6	16	11	1
		70.6%	100.0%	66.7%	69.6%	68.8%	100.0%
	Twin piston	5	1	0	0	4	0
		9.8%	50.0%	.0%	.0%	25.0%	.0%
	Turbo prop	10	0	2	6	2	0
		19.6%	.0%	22.2%	26.1%	12.5%	.0%
	Small Jet of 12,500 to 25,000 pounds	2	0	0	1	1	0
		3.9%	.0%	.0%	4.3%	6.3%	.0%
Medium Jet of 25,000 to 40,000 pounds	1	0	0	1	0	0	
	2.0%	.0%	.0%	4.3%	.0%	.0%	
Other	4	0	0	2	2	0	
	7.8%	.0%	.0%	8.7%	12.5%	.0%	
DK/NA	1	0	1	0	0	0	
	2.0%	.0%	11.1%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Age				
		30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)
I. What types of aircraft do you pilot?	Single engine piston	a				a,,b
	Twin piston	.	a	a		a,,b
	Turbo prop	a				a,,b
	Small Jet of 12,500 to 25,000 pounds	a	a			a,,b
	Medium Jet of 25,000 to 40,000 pounds	a	a		a	a,,b
	Other	a	a			a,,b
	DK/NA	a		a	a	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date						
		Total	May 27	May 28	May 29	May 30	June 2	June 3
I. What types of aircraft do you pilot?	Total	51	16	3	2	9	1	4
	Single engine piston	36	7	3	1	7	1	4
		70.6%	43.8%	100.0%	50.0%	77.8%	100.0%	100.0%
	Twin piston	5	1	0	0	2	0	1
		9.8%	6.3%	.0%	.0%	22.2%	.0%	25.0%
	Turbo prop	10	6	0	1	1	0	0
		19.6%	37.5%	.0%	50.0%	11.1%	.0%	.0%
	Small Jet of 12,500 to 25,000 pounds	2	2	0	0	0	0	0
		3.9%	12.5%	.0%	.0%	.0%	.0%	.0%
	Medium Jet of 25,000 to 40,000 pounds	1	0	1	0	0	0	0
	2.0%	.0%	33.3%	.0%	.0%	.0%	.0%	
Other	4	2	1	0	0	0	0	
	7.8%	12.5%	33.3%	.0%	.0%	.0%	.0%	
DK/NA	1	1	0	0	0	0	0	
	2.0%	6.3%	.0%	.0%	.0%	.0%	.0%	

		Date						
		June 5	June 6	June 7	June 8	June 9	June 10	June 13
I. What types of aircraft do you pilot?	Total	1	5	2	2	2	3	1
	Single engine piston	1	4	2	1	1	3	1
		100.0%	80.0%	100.0%	50.0%	50.0%	100.0%	100.0%
	Twin piston	0	1	0	0	0	0	0
		.0%	20.0%	.0%	.0%	.0%	.0%	.0%
	Turbo prop	0	1	0	1	0	0	0
		.0%	20.0%	.0%	50.0%	.0%	.0%	.0%
	Small Jet of 12,500 to 25,000 pounds	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.0%
Medium Jet of 25,000 to 40,000 pounds	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
Other	0	0	0	0	1	0	0	
	.0%	.0%	.0%	.0%	50.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^c

		Date						
		May 27	May 28	May 29	May 30	June 2	June 3	June 5
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
I. What types of aircraft do you pilot?	Single engine piston		a			a,b	a	a,b
	Twin piston		a			a,b	a	a,b
	Turbo prop		a			a,b	a	a,b
	Small Jet of 12,500 to 25,000 pounds		a	a	a	a,b	a	a,b
	Medium Jet of 25,000 to 40,000 pounds	a		a	a	a,b	a	a,b
	Other			a	a	a,b	a	a,b
	DK/NA		a	a	a	a,b	a	a,b

Comparisons of Column Proportions^c

		Date					
		June 6	June 7	June 8	June 9	June 10	June 13
		(H)	(I)	(J)	(K)	(L)	(M)
I. What types of aircraft do you pilot?	Single engine piston		a	a	a	a	a,b
	Twin piston		a	a	a	a	a,b
	Turbo prop		a	a	a	a	a,b
	Small Jet of 12,500 to 25,000 pounds	a	a	a	a	a	a,b
	Medium Jet of 25,000 to 40,000 pounds	a	a	a	a	a	a,b
	Other	a	a	a	a	a	a,b
	DK/NA	a	a	a	a	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
I. What types of aircraft do you pilot?	Total	51	3	48
	Single engine piston	36	2	34
		70.6%	66.7%	70.8%
	Twin piston	5	0	5
		9.8%	.0%	10.4%
	Turbo prop	10	0	10
		19.6%	.0%	20.8%
	Small Jet of 12,500 to 25,000 pounds	2	0	2
	3.9%	.0%	4.2%	
Medium Jet of 25,000 to 40,000 pounds	1	0	1	
	2.0%	.0%	2.1%	
Other	4	1	3	
	7.8%	33.3%	6.3%	
DK/NA	1	0	1	
	2.0%	.0%	2.1%	

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
I. What types of aircraft do you pilot?	Single engine piston	a	
	Twin piston	a	
	Turbo prop	a	
	Small Jet of 12,500 to 25,000 pounds	a	
	Medium Jet of 25,000 to 40,000 pounds	a	
	Other	a	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
I. What types of aircraft do you pilot?	Total	48	31	16	1
	Single engine piston	34	23	10	1
		70.8%	74.2%	62.5%	100.0%
	Twin piston	5	3	2	0
		10.4%	9.7%	12.5%	.0%
	Turbo prop	10	5	5	0
		20.8%	16.1%	31.3%	.0%
	Small Jet of 12,500 to 25,000 pounds	2	1	1	0
		4.2%	3.2%	6.3%	.0%
	Medium Jet of 25,000 to 40,000 pounds	1	1	0	0
	2.1%	3.2%	.0%	.0%	
Other	3	2	1	0	
	6.3%	6.5%	6.3%	.0%	
DK/NA	1	1	0	0	
	2.1%	3.2%	.0%	.0%	

Comparisons of Column Proportions^c

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
I. What types of aircraft do you pilot?			
Single engine piston			a.,b
Twin piston			a.,b
Turbo prop			a.,b
Small Jet of 12,500 to 25,000 pounds			a.,b
Medium Jet of 25,000 to 40,000 pounds		.b	a.,b
Other			a.,b
DK/NA		.b	a.,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	Ethnic Group		
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander
I. What types of aircraft do you pilot?				
Total	51	1	44	1
Single engine piston	36	1	29	1
	70.6%	100.0%	65.9%	100.0%
Twin piston	5	0	5	0
	9.8%	.0%	11.4%	.0%
Turbo prop	10	0	9	1
	19.6%	.0%	20.5%	100.0%
Small Jet of 12,500 to 25,000 pounds	2	0	2	0
	3.9%	.0%	4.5%	.0%
Medium Jet of 25,000 to 40,000 pounds	1	0	1	0
	2.0%	.0%	2.3%	.0%
Other	4	0	4	0
	7.8%	.0%	9.1%	.0%
DK/NA	1	0	1	0
	2.0%	.0%	2.3%	.0%

	Total	Ethnic Group	
		Two or more races	DK/NA
I. What types of aircraft do you pilot?			
Total	2	3	
Single engine piston	2	3	
	100.0%	100.0%	
Twin piston	0	0	
	.0%	.0%	
Turbo prop	0	0	
	.0%	.0%	
Small Jet of 12,500 to 25,000 pounds	0	0	
	.0%	.0%	
Medium Jet of 25,000 to 40,000 pounds	0	0	
	.0%	.0%	
Other	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

	Total	Ethnic Group			
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?					
Single engine piston	a.,b		a.,b	.b	
Twin piston	a.,b		a.,b	.b	
Turbo prop	a.,b		a.,b	.b	
Small Jet of 12,500 to 25,000 pounds	a.,b		a.,b	.b	
Medium Jet of 25,000 to 40,000 pounds	a.,b		a.,b	.b	
Other	a.,b		a.,b	.b	
DK/NA	a.,b		a.,b	.b	

Comparisons of Column Proportions^c

	Total	Ethnic Group
		DK/NA
		(E)
I. What types of aircraft do you pilot?		
Single engine piston	.b	
Twin piston	.b	
Turbo prop	.b	
Small Jet of 12,500 to 25,000 pounds	.b	
Medium Jet of 25,000 to 40,000 pounds	.b	
Other	.b	
DK/NA	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport			
		Total	More than once a week	Once a week	Few times a month
I. What types of aircraft do you pilot?	Total	51	11	8	23
	Single engine piston	36 70.6%	10 90.9%	5 62.5%	19 82.6%
	Twin piston	5 9.8%	1 9.1%	1 12.5%	3 13.0%
	Turbo prop	10 19.6%	2 18.2%	2 25.0%	4 17.4%
	Small Jet of 12,500 to 25,000 pounds	2 3.9%	0 .0%	0 .0%	0 .0%
	Medium Jet of 25,000 to 40,000 pounds	1 2.0%	1 9.1%	0 .0%	0 .0%
	Other	4 7.8%	1 9.1%	0 .0%	1 4.3%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%

		How Often Operate Flights Out of Truckee Tahoe Airport		
		Once a month	Few times a year or less	Not sure/DK/NA
I. What types of aircraft do you pilot?	Total	6	1	2
	Single engine piston	1 16.7%	1 100.0%	0 .0%
	Twin piston	0 .0%	0 .0%	0 .0%
	Turbo prop	2 33.3%	0 .0%	0 .0%
	Small Jet of 12,500 to 25,000 pounds	2 33.3%	0 .0%	0 .0%
	Medium Jet of 25,000 to 40,000 pounds	0 .0%	0 .0%	0 .0%
	Other	1 16.7%	0 .0%	1 50.0%
	DK/NA	0 .0%	0 .0%	1 50.0%

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport			
		More than once a week	Once a week	Few times a month	Once a month
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?	Single engine piston	D		D	
	Twin piston				.b
	Turbo prop				
	Small Jet of 12,500 to 25,000 pounds	.b	.b	.b	
	Medium Jet of 25,000 to 40,000 pounds		.b	.b	.b
	Other		.b	.b	.b
DK/NA	.b	.b	.b	.b	

Comparisons of Column Proportions^c

		How Often Operate Flights Out of Truckee Tahoe Airport	
		Few times a year or less	Not sure/DK/NA
		(E)	(F)
I. What types of aircraft do you pilot?	Single engine piston	a,.b	.b
	Twin piston	a,.b	.b
	Turbo prop	a,.b	.b
	Small Jet of 12,500 to 25,000 pounds	a,.b	.b
	Medium Jet of 25,000 to 40,000 pounds	a,.b	.b
	Other	a,.b	
	DK/NA	a,.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted				
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
I. What types of aircraft do you pilot?	Total	51	36	5	10	2
	Single engine piston	36 70.6%	36 100.0%	3 60.0%	2 20.0%	0 .0%
	Twin piston	5 9.8%	3 8.3%	5 100.0%	0 .0%	0 .0%
	Turbo prop	10 19.6%	2 5.6%	0 .0%	10 100.0%	0 .0%
	Small Jet of 12,500 to 25,000 pounds	2 3.9%	0 .0%	0 .0%	0 .0%	2 100.0%
	Medium Jet of 25,000 to 40,000 pounds	1 2.0%	1 2.8%	0 .0%	0 .0%	0 .0%
	Other	4 7.8%	1 2.8%	0 .0%	1 10.0%	0 .0%
	DK/NA	1 2.0%	0 .0%	0 .0%	0 .0%	0 .0%

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
I. What types of aircraft do you pilot?	Total	1	4	1
	Single engine piston	1 100.0%	1 25.0%	0 .0%
	Twin piston	0 .0%	0 .0%	0 .0%
	Turbo prop	0 .0%	1 25.0%	0 .0%
	Small Jet of 12,500 to 25,000 pounds	0 .0%	0 .0%	0 .0%
	Medium Jet of 25,000 to 40,000 pounds	1 100.0%	0 .0%	0 .0%
	Other	0 .0%	4 100.0%	0 .0%
	DK/NA	0 .0%	0 .0%	1 100.0%

Comparisons of Column Proportions^c

		Types of Aircraft Piloted			
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?	Single engine piston	.	a	a	a
	Twin piston	.	a	a	a
	Turbo prop	.	a	a	a
	Small Jet of 12,500 to 25,000 pounds	a	a	a	a
	Medium Jet of 25,000 to 40,000 pounds	.	a	a	a
	Other	.	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^c

		Types of Aircraft Piloted		
		Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(E)	(F)	(G)
I. What types of aircraft do you pilot?	Single engine piston	a,,b	.	a,,b
	Twin piston	a,,b	a	a,,b
	Turbo prop	a,,b	.	a,,b
	Small Jet of 12,500 to 25,000 pounds	a,,b	a	a,,b
	Medium Jet of 25,000 to 40,000 pounds	a,,b	a	a,,b
	Other	a,,b	a	a,,b
	DK/NA	a,,b	a	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Total	Too much	Right amount	Not sure/No opinion/DK/NA
					A
I. What types of aircraft do you pilot?	Total	51	23	27	1
	Single engine piston	36 70.6%	17 73.9%	19 70.4%	0 .0%
	Twin piston	5 9.8%	1 4.3%	4 14.8%	0 .0%
	Turbo prop	10 19.6%	6 26.1%	4 14.8%	0 .0%
	Small Jet of 12,500 to 25,000 pounds	2 3.9%	1 4.3%	1 3.7%	0 .0%
	Medium Jet of 25,000 to 40,000 pounds	1 2.0%	1 4.3%	0 .0%	0 .0%
	Other	4 7.8%	1 4.3%	2 7.4%	1 100.0%
	DK/NA	1 2.0%	0 .0%	1 3.7%	0 .0%

Comparisons of Column Proportions[§]

		Amount Airport is Doing About Noise/Low Flying Aircraft		
		Too much	Right amount	Not sure/No opinion/DK/NA
		(A)	(B)	(C)
I. What types of aircraft do you pilot?	Single engine piston	.	.	a,,b
	Twin piston	.	.	a,,b
	Turbo prop	.	.	a,,b
	Small Jet of 12,500 to 25,000 pounds	.	.	a,,b
	Medium Jet of 25,000 to 40,000 pounds	.	,b	a,,b
	Other	.	.	a,,b
DK/NA	,b	.	a,,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights			
		Total	Strongly agree	Somewhat disagree	Strongly disagree
I. What types of aircraft do you pilot?	Total	51	1	4	46
	Single engine piston	36	1	3	32
		70.6%	100.0%	75.0%	69.6%
	Twin piston	5	0	1	4
		9.8%	.0%	25.0%	8.7%
	Turbo prop	10	1	1	8
		19.6%	100.0%	25.0%	17.4%
	Small Jet of 12,500 to 25,000 pounds	2	0	0	2
		3.9%	.0%	.0%	4.3%
Medium Jet of 25,000 to 40,000 pounds	1	0	0	1	
	2.0%	.0%	.0%	2.2%	
Other	4	0	0	4	
	7.8%	.0%	.0%	8.7%	
DK/NA	1	0	0	1	
	2.0%	.0%	.0%	2.2%	

Comparisons of Column Proportions[§]

		Reduce Number of Flights		
		Strongly agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)
I. What types of aircraft do you pilot?	Single engine piston	a, b		
	Twin piston	a, b		
	Turbo prop	a, b		
	Small Jet of 12,500 to 25,000 pounds	a, b	.b	
	Medium Jet of 25,000 to 40,000 pounds	a, b	.b	
	Other	a, b	.b	
	DK/NA	a, b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
I. What types of aircraft do you pilot?	Total	51	7	20	12
	Single engine piston	36	5	13	7
		70.6%	71.4%	65.0%	58.3%
	Twin piston	5	1	1	2
		9.8%	14.3%	5.0%	16.7%
	Turbo prop	10	1	5	3
		19.6%	14.3%	25.0%	25.0%
	Small Jet of 12,500 to 25,000 pounds	2	0	2	0
		3.9%	.0%	10.0%	.0%
Medium Jet of 25,000 to 40,000 pounds	1	0	0	0	
	2.0%	.0%	.0%	.0%	
Other	4	1	0	3	
	7.8%	14.3%	.0%	25.0%	
DK/NA	1	0	1	0	
	2.0%	.0%	5.0%	.0%	

		Remain the Way it Is	
		Strongly disagree	Not sure/DK/NA
I. What types of aircraft do you pilot?	Total	11	1
	Single engine piston	11	0
		100.0%	.0%
	Twin piston	1	0
		9.1%	.0%
	Turbo prop	0	1
		.0%	100.0%
	Small Jet of 12,500 to 25,000 pounds	0	0
		.0%	.0%
Medium Jet of 25,000 to 40,000 pounds	1	0	
	9.1%	.0%	
Other	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions[§]

		Remain the Way it Is			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?	Single engine piston				a
	Twin piston				.
	Turbo prop				a
	Small Jet of 12,500 to 25,000 pounds	a		a	a
	Medium Jet of 25,000 to 40,000 pounds	a	a	a	.
	Other	.	a	.	a
	DK/NA	a	.	.	a

Comparisons of Column Proportions^c

		Remain the Way it Is
		Not sure/DK/NA
		(E)
I. What types of aircraft do you pilot?	Single engine piston	a, b
	Twin piston	a, b
	Turbo prop	a, b
	Small Jet of 12,500 to 25,000 pounds	a, b
	Medium Jet of 25,000 to 40,000 pounds	a, b
	Other	a, b
	DK/NA	a, b
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations			
		Total	Strongly agree	Somewhat agree	Somewhat disagree
I. What types of aircraft do you pilot?	Total	51	20	18	6
	Single engine piston	36 70.6%	13 65.0%	12 66.7%	5 83.3%
	Twin piston	5 9.8%	3 15.0%	2 11.1%	0 .0%
	Turbo prop	10 19.6%	4 20.0%	3 16.7%	1 16.7%
	Small Jet of 12,500 to 25,000 pounds	2 3.9%	0 .0%	1 5.6%	0 .0%
	Medium Jet of 25,000 to 40,000 pounds	1 2.0%	0 .0%	0 .0%	0 .0%
	Other	4 7.8%	2 10.0%	2 11.1%	0 .0%
	DK/NA	1 2.0%	1 5.0%	0 .0%	0 .0%

		Manage the Growth of Operations
		Strongly disagree
I. What types of aircraft do you pilot?	Total	7
	Single engine piston	6 85.7%
	Twin piston	0 .0%
	Turbo prop	2 28.6%
	Small Jet of 12,500 to 25,000 pounds	1 14.3%
	Medium Jet of 25,000 to 40,000 pounds	1 14.3%
	Other	0 .0%
	DK/NA	0 .0%

Comparisons of Column Proportions^b

		Manage the Growth of Operations			
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?	Single engine piston			a	a
	Twin piston			.	.
	Turbo prop			.	.
	Small Jet of 12,500 to 25,000 pounds	a		a	.
	Medium Jet of 25,000 to 40,000 pounds	a	a	a	.
	Other	.	.	a	a
	DK/NA	.	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable			
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable
I. What types of aircraft do you pilot?	Total	51	39	9	1
	Single engine piston	36	29	4	1
		70.6%	74.4%	44.4%	100.0%
	Twin piston	5	3	2	0
		9.8%	7.7%	22.2%	.0%
	Turbo prop	10	7	3	0
		19.6%	17.9%	33.3%	.0%
	Small Jet of 12,500 to 25,000 pounds	2	1	1	0
		3.9%	2.6%	11.1%	.0%
	Medium Jet of 25,000 to 40,000 pounds	1	1	0	0
	2.0%	2.6%	.0%	.0%	
Other	4	4	0	0	
	7.8%	10.3%	.0%	.0%	
DK/NA	1	1	0	0	
	2.0%	2.6%	.0%	.0%	

		First Favorable/Unfavorable	
		Strongly unfavorable	Not sure/No opinion/DK/NA
I. What types of aircraft do you pilot?	Total	1	1
	Single engine piston	1	1
		100.0%	100.0%
	Twin piston	0	0
		.0%	.0%
	Turbo prop	0	0
		.0%	.0%
	Small Jet of 12,500 to 25,000 pounds	0	0
		.0%	.0%
	Medium Jet of 25,000 to 40,000 pounds	0	0
	.0%	.0%	
Other	0	0	
	.0%	.0%	
DK/NA	0	0	
	.0%	.0%	

Comparisons of Column Proportions^c

		First Favorable/Unfavorable			
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
		(A)	(B)	(C)	(D)
I. What types of aircraft do you pilot?	Single engine piston			a,,b	a,,b
	Twin piston			a,,b	a,,b
	Turbo prop			a,,b	a,,b
	Small Jet of 12,500 to 25,000 pounds			a,,b	a,,b
	Medium Jet of 25,000 to 40,000 pounds		,b	a,,b	a,,b
	Other		,b	a,,b	a,,b
	DK/NA		,b	a,,b	a,,b
				a,,b	a,,b

Comparisons of Column Proportions^c

		First Favorable/Unfavorable
		Not sure/No opinion/DK/NA (E)
I. What types of aircraft do you pilot?	Single engine piston	a,,b
	Twin piston	a,,b
	Turbo prop	a,,b
	Small Jet of 12,500 to 25,000 pounds	a,,b
	Medium Jet of 25,000 to 40,000 pounds	a,,b
	Other	a,,b
	DK/NA	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Total	
		Total	Total
J. Respondent's Gender	Total	79	79
	Male	74	74
		93.7%	93.7%
	Female	4	4
		5.1%	5.1%
Other	1	1	
	1.3%	1.3%	

Comparisons of Column Proportions^a

		Total
		Total
		(A)
J. Respondent's Gender	Male	.
	Female	.
	Other	.
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Respondent's Gender			
		Total	Male	Female	Other
J. Respondent's Gender	Total	79	74	4	1
	Male	74	74	0	0
		93.7%	100.0%	.0%	.0%
	Female	4	0	4	0
		5.1%	.0%	100.0%	.0%
Other	1	0	0	1	
	1.3%	.0%	.0%	100.0%	

Comparisons of Column Proportions^ε

		Respondent's Gender		
		Male	Female	Other
		(A)	(B)	(C)
J. Respondent's Gender	Male	a	a	a,,b
	Female	a	a	a,,b
	Other	a	a	a,,b
		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Age						
		Total	18-29	30-39	40-49	50-64	65+	Not coded
J. Respondent's Gender	Total	79	1	4	9	35	29	1
	Male	74	1	4	9	33	26	1
		93.7%	100.0%	100.0%	100.0%	94.3%	89.7%	100.0%
	Female	4	0	0	0	2	2	0
		5.1%	.0%	.0%	.0%	5.7%	6.9%	.0%
Other	1	0	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%	

Comparisons of Column Proportions^ε

		Age					
		18-29	30-39	40-49	50-64	65+	Not coded
		(A)	(B)	(C)	(D)	(E)	(F)
J. Respondent's Gender	Male	a,,b	.b	.b	.	.	a,,b
	Female	a,,b	.b	.b	.	.	a,,b
	Other	a,,b	.b	.b	.b	.	a,,b
	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Date									
		Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5
J. Respondent's Gender	Total	79	20	5	4	11	1	2	6	1	1
	Male	74	18	5	3	11	1	2	6	1	1
		93.7%	90.0%	100.0%	75.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Female	4	1	0	1	0	0	0	0	0	0
		5.1%	5.0%	.0%	25.0%	.0%	.0%	.0%	.0%	.0%	.0%
Other	1	1	0	0	0	0	0	0	0	0	
	1.3%	5.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

		Date						
		June 6	June 7	June 8	June 9	June 10	June 11	June 13
J. Respondent's Gender	Total	5	6	7	4	3	1	2
	Male	5	5	6	4	3	1	2
		100.0%	83.3%	85.7%	100.0%	100.0%	100.0%	100.0%
	Female	0	1	1	0	0	0	0
		.0%	16.7%	14.3%	.0%	.0%	.0%	.0%
Other	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^ε

		Date									
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5	June 6
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
J. Respondent's Gender	Male	.	a	.	a	a,,b	a	a	a,,b	a,,b	a
	Female	.	a	.	a	a,,b	a	a	a,,b	a,,b	a
	Other	.	a	.	a	a,,b	a	a	a,,b	a,,b	a
	

Comparisons of Column Proportions^ε

		Date					
		June 7	June 8	June 9	June 10	June 11	June 13
		(K)	(L)	(M)	(N)	(O)	(P)
J. Respondent's Gender	Male	.	.	a	a	a,,b	a
	Female	.	.	a	a	a,,b	a
	Other	a	a	a	a	a,,b	a
	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Rent/Own		
		Total	Rent	Own
J. Respondent's Gender	Total	79	3	76
	Male	74	3	71
		93.7%	100.0%	93.4%
	Female	4	0	4
		5.1%	.0%	5.3%
Other	1	0	1	
	1.3%	.0%	1.3%	

Comparisons of Column Proportions^b

		Rent/Own	
		Rent	Own
		(A)	(B)
J. Respondent's Gender	Male	.a	
	Female	.a	
	Other	.a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Prime/Secondary Residence			
		Total	Primary home	Second home	Not sure/DK/NA
J. Respondent's Gender	Total	76	59	16	1
	Male	71	56	14	1
	Female	93.4%	94.9%	87.5%	100.0%
	Other	4	3	1	0
		5.3%	5.1%	6.3%	.0%
		1	0	1	0
		1.3%	.0%	6.3%	.0%

Comparisons of Column Proportions^c

		Prime/Secondary Residence		
		Primary home	Second home	Not sure/DK/NA
		(A)	(B)	(C)
J. Respondent's Gender	Male			.a,.b
	Female			.a,.b
	Other	.b		.a,.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Ethnic Group					
		Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
J. Respondent's Gender	Total	79	1	68	1	4	5
	Male	74	1	65	1	4	3
	Female	93.7%	100.0%	95.6%	100.0%	100.0%	60.0%
	Other	4	0	3	0	0	1
		5.1%	.0%	4.4%	.0%	.0%	20.0%
		1	0	0	0	0	1
		1.3%	.0%	.0%	.0%	.0%	20.0%

Comparisons of Column Proportions^c

		Ethnic Group				
		African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male	.a,.b	E	.a,.b	.b	
	Female	.a,.b		.a,.b	.b	
	Other	.a,.b	.b	.a,.b	.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		How Often Operate Flights Out of Truckee Tahoe Airport					
		Total	More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
J. Respondent's Gender	Total	51	11	8	23	6	1
	Male	49	10	8	22	6	1
	Female	96.1%	90.9%	100.0%	95.7%	100.0%	100.0%
	Other	1	0	0	1	0	0
		2.0%	.0%	.0%	4.3%	.0%	.0%
		1	1	0	0	0	0
		2.0%	9.1%	.0%	.0%	.0%	.0%

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
J. Respondent's Gender	Total	2
	Male	2
	Female	0
	Other	0
		.0%
		.0%

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport				
		More than once a week	Once a week	Few times a month	Once a month	Few times a year or less
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male	.	a	.	a	a,b
	Female	a	.	.	a	a,b
	Other	.	a	a	a	a,b

Comparisons of Column Proportions ^c

		How Often Operate Flights Out of Truckee Tahoe Airport
		Not sure/DK/NA
		(F)
J. Respondent's Gender	Male	a
	Female	a
	Other	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Types of Aircraft Piloted					
		Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds
J. Respondent's Gender	Total	51	36	5	10	2	1
	Male	49	34	5	10	2	1
		96.1%	94.4%	100.0%	100.0%	100.0%	100.0%
	Female	1	1	0	0	0	0
		2.0%	2.8%	.0%	.0%	.0%	.0%
Other	1	1	0	0	0	0	
	2.0%	2.8%	.0%	.0%	.0%	.0%	

		Types of Aircraft Piloted	
		Other	DK/NA
J. Respondent's Gender	Total	4	1
	Male	4	1
		100.0%	100.0%
	Female	0	0
		.0%	.0%
Other	0	0	
	.0%	.0%	

Comparisons of Column Proportions ^c

		Types of Aircraft Piloted						
		Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
J. Respondent's Gender	Male	.	a	a	a	a,b	a	a,b
	Female	a	.	a	a	a,b	a	a,b
	Other	.	a	a	a	a,b	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Amount Airport is Doing About Noise/Low Flying Aircraft				
		Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
J. Respondent's Gender	Total	79	27	46	2	4
	Male	74	26	43	1	4
		93.7%	96.3%	93.5%	50.0%	100.0%
	Female	4	0	3	1	0
		5.1%	.0%	6.5%	50.0%	.0%
Other	1	1	0	0	0	
	1.3%	3.7%	.0%	.0%	.0%	

Comparisons of Column Proportions ^b

		Amount Airport is Doing About Noise/Low Flying Aircraft			
		Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)
J. Respondent's Gender	Male	C	.	.	a
	Female	a	.	B	a
	Other	.	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Reduce Number of Flights					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
J. Respondent's Gender	Total	79	2	5	8	63	1
	Male	74	1	5	7	60	1
		93.7%	50.0%	100.0%	87.5%	95.2%	100.0%
	Female	4	1	0	1	2	0
		5.1%	50.0%	.0%	12.5%	3.2%	.0%
Other	1	0	0	0	1	0	
	1.3%	.0%	.0%	.0%	1.6%	.0%	

Comparisons of Column Proportions^c

		Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male		a		A	a,b
	Female	D	a			a,b
	Other	a		a		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Remain the Way it Is					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
J. Respondent's Gender	Total	79	11	27	22	14	5
	Male	74	11	26	20	12	5
	Female	93.7%	100.0%	96.3%	90.9%	85.7%	100.0%
	Other	4	0	1	2	1	0
		5.1%	.0%	3.7%	9.1%	7.1%	.0%

Comparisons of Column Proportions^b

		Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male	a				a
	Female	a				a
	Other	a	a	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Manage the Growth of Operations					
		Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
J. Respondent's Gender	Total	79	29	34	7	8	1
	Male	74	28	32	6	7	1
	Female	93.7%	96.6%	94.1%	85.7%	87.5%	100.0%
	Other	4	1	1	1	1	0
		5.1%	3.4%	2.9%	14.3%	12.5%	.0%

Comparisons of Column Proportions^c

		Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male					a,b
	Female					a,b
	Other	.b		.b	.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		First Favorable/Unfavorable					
		Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
J. Respondent's Gender	Total	79	58	16	3	1	1
	Male	74	55	15	2	1	1
	Female	93.7%	94.8%	93.8%	66.7%	100.0%	100.0%
	Other	4	3	0	1	0	0
		5.1%	5.2%	.0%	33.3%	.0%	.0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
J. Respondent's Gender	Male				a,b	a,b
	Female		.b		a,b	a,b
	Other	.b		.b	a,b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
Total	79	79
May 27	20 25.3%	20 25.3%
May 28	5 6.3%	5 6.3%
May 29	4 5.1%	4 5.1%
May 30	11 13.9%	11 13.9%
June 1	1 1.3%	1 1.3%
June 2	2 2.5%	2 2.5%
June 3	6 7.6%	6 7.6%
June 4	1 1.3%	1 1.3%
June 5	1 1.3%	1 1.3%
June 6	5 6.3%	5 6.3%
June 7	6 7.6%	6 7.6%
June 8	7 8.9%	7 8.9%
June 9	4 5.1%	4 5.1%
June 10	3 3.8%	3 3.8%
June 11	1 1.3%	1 1.3%
June 13	2 2.5%	2 2.5%

Comparisons of Column Proportions^a

	Total
	(A)
QK. Date	
May 27	.
May 28	.
May 29	.
May 30	.
June 1	.
June 2	.
June 3	.
June 4	.
June 5	.
June 6	.
June 7	.
June 8	.
June 9	.
June 10	.
June 11	.
June 13	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
Total	79	74	4	1
May 27	20 25.3%	18 24.3%	1 25.0%	1 100.0%
May 28	5 6.3%	5 6.8%	0 .0%	0 .0%
May 29	4 5.1%	3 4.1%	1 25.0%	0 .0%
May 30	11 13.9%	11 14.9%	0 .0%	0 .0%
June 1	1 1.3%	1 1.4%	0 .0%	0 .0%
June 2	2 2.5%	2 2.7%	0 .0%	0 .0%
June 3	6 7.6%	6 8.1%	0 .0%	0 .0%
June 4	1 1.3%	1 1.4%	0 .0%	0 .0%
June 5	1 1.3%	1 1.4%	0 .0%	0 .0%
June 6	5 6.3%	5 6.8%	0 .0%	0 .0%
June 7	6 7.6%	5 6.8%	1 25.0%	0 .0%
June 8	7 8.9%	6 8.1%	1 25.0%	0 .0%
June 9	4 5.1%	4 5.4%	0 .0%	0 .0%
June 10	3 3.8%	3 4.1%	0 .0%	0 .0%
June 11	1 1.3%	1 1.4%	0 .0%	0 .0%
June 13	2 2.5%	2 2.7%	0 .0%	0 .0%

Comparisons of Column Proportions^c

QK. Date	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
May 27			a,,b
May 28		.b	a,,b
May 29			a,,b
May 30		.b	a,,b
June 1		.b	a,,b
June 2		.b	a,,b
June 3		.b	a,,b
June 4		.b	a,,b
June 5		.b	a,,b
June 6		.b	a,,b
June 7			a,,b
June 8			a,,b
June 9		.b	a,,b
June 10		.b	a,,b
June 11		.b	a,,b
June 13		.b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	Age					Not coded
		18-29	30-39	40-49	50-64	65+	
Total	79	1	4	9	35	29	1
May 27	20	1	0	2	10	7	0
	25.3%	100.0%	.0%	22.2%	28.6%	24.1%	.0%
May 28	5	0	0	0	2	2	1
	6.3%	.0%	.0%	.0%	5.7%	6.9%	100.0%
May 29	4	0	1	0	2	1	0
	5.1%	.0%	25.0%	.0%	5.7%	3.4%	.0%
May 30	11	0	0	2	5	4	0
	13.9%	.0%	.0%	22.2%	14.3%	13.8%	.0%
June 1	1	0	0	0	1	0	0
	1.3%	.0%	.0%	.0%	2.9%	.0%	.0%
June 2	2	0	0	1	1	0	0
	2.5%	.0%	.0%	11.1%	2.9%	.0%	.0%
June 3	6	0	0	1	2	3	0
	7.6%	.0%	.0%	11.1%	5.7%	10.3%	.0%
June 4	1	0	0	0	0	1	0
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%
June 5	1	0	0	0	1	0	0
	1.3%	.0%	.0%	.0%	2.9%	.0%	.0%
June 6	5	0	1	1	1	2	0
	6.3%	.0%	25.0%	11.1%	2.9%	6.9%	.0%
June 7	6	0	1	0	2	3	0
	7.6%	.0%	25.0%	.0%	5.7%	10.3%	.0%
June 8	7	0	1	1	3	2	0
	8.9%	.0%	25.0%	11.1%	8.6%	6.9%	.0%
June 9	4	0	0	0	2	2	0
	5.1%	.0%	.0%	.0%	5.7%	6.9%	.0%
June 10	3	0	0	1	1	1	0
	3.8%	.0%	.0%	11.1%	2.9%	3.4%	.0%
June 11	1	0	0	0	0	1	0
	1.3%	.0%	.0%	.0%	.0%	3.4%	.0%
June 13	2	0	0	0	2	0	0
	2.5%	.0%	.0%	.0%	5.7%	.0%	.0%

Comparisons of Column Proportions^c

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
May 27	a,,b	.b				a,,b
May 28	a,,b	.b	.b			a,,b
May 29	a,,b		.b			a,,b
May 30	a,,b	.b				a,,b
June 1	a,,b	.b			.b	a,,b
June 2	a,,b	.b				a,,b
June 3	a,,b	.b				a,,b
June 4	a,,b	.b		.b		a,,b
June 5	a,,b	.b			.b	a,,b
June 6	a,,b					a,,b
June 7	a,,b		.b			a,,b
June 8	a,,b					a,,b
June 9	a,,b	.b	.b			a,,b
June 10	a,,b	.b				a,,b
June 11	a,,b	.b	.b	.b		a,,b
June 13	a,,b	.b	.b		.b	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Crosstabs 06-27-17

	Date										
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5	June 6
Total	79	20	5	4	11	1	2	6	1	1	5
May 27	20	20	0	0	0	0	0	0	0	0	0
	25.3%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
May 28	5	0	5	0	0	0	0	0	0	0	0
	6.3%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
May 29	4	0	0	4	0	0	0	0	0	0	0
	5.1%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
May 30	11	0	0	0	11	0	0	0	0	0	0
	13.9%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 1	1	0	0	0	0	1	0	0	0	0	0
	1.3%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%	.0%
June 2	2	0	0	0	0	0	2	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%	.0%
June 3	6	0	0	0	0	0	0	6	0	0	0
	7.6%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%	.0%
June 4	1	0	0	0	0	0	0	0	1	0	0
	1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%	.0%
June 5	1	0	0	0	0	0	0	0	0	1	0
	1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%	.0%
June 6	5	0	0	0	0	0	0	0	0	0	5
	6.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	100.0%
June 7	6	0	0	0	0	0	0	0	0	0	0
	7.6%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 8	7	0	0	0	0	0	0	0	0	0	0
	8.9%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 9	4	0	0	0	0	0	0	0	0	0	0
	5.1%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 10	3	0	0	0	0	0	0	0	0	0	0
	3.8%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 11	1	0	0	0	0	0	0	0	0	0	0
	1.3%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
June 13	2	0	0	0	0	0	0	0	0	0	0
	2.5%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%

Godbe Research /// TTAD Survey - Pilots /// Crosstabs 06-27-17

	Date					
	June 7	June 8	June 9	June 10	June 11	June 13
Total	6	7	4	3	1	2
May 27	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
May 28	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
May 29	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
May 30	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 1	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 2	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 3	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 4	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 5	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 6	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
June 7	6	0	0	0	0	0
	100.0%	.0%	.0%	.0%	.0%	.0%
June 8	0	7	0	0	0	0
	.0%	100.0%	.0%	.0%	.0%	.0%
June 9	0	0	4	0	0	0
	.0%	.0%	100.0%	.0%	.0%	.0%
June 10	0	0	0	3	0	0
	.0%	.0%	.0%	100.0%	.0%	.0%
June 11	0	0	0	0	1	0
	.0%	.0%	.0%	.0%	100.0%	.0%
June 13	0	0	0	0	0	2
	.0%	.0%	.0%	.0%	.0%	100.0%

Comparisons of Column Proportions ^c

		Date										
		May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4	June 5	June 6	June 7
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
QK. Date	May 27	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	May 28	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	May 29	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	May 30	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 1	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 2	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 3	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 4	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 5	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 6	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 7	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 8	a	a	a	a	a,b	a	a	a,b	a,b	a	a
	June 9	a	a	a	a	a,b	a	a	a,b	a,b	a	a
June 10	a	a	a	a	a,b	a	a	a,b	a,b	a	a	
June 11	a	a	a	a	a,b	a	a	a,b	a,b	a	a	
June 13	a	a	a	a	a,b	a	a	a,b	a,b	a	a	

Comparisons of Column Proportions ^c

		Date				
		June 8	June 9	June 10	June 11	June 13
		(L)	(M)	(N)	(O)	(P)
QK. Date	May 27	a	a	a	a,b	a
	May 28	a	a	a	a,b	a
	May 29	a	a	a	a,b	a
	May 30	a	a	a	a,b	a
	June 1	a	a	a	a,b	a
	June 2	a	a	a	a,b	a
	June 3	a	a	a	a,b	a
	June 4	a	a	a	a,b	a
	June 5	a	a	a	a,b	a
	June 6	a	a	a	a,b	a
	June 7	a	a	a	a,b	a
	June 8	a	a	a	a,b	a
	June 9	a	a	a	a,b	a
June 10	a	a	a	a,b	a	
June 11	a	a	a	a,b	a	
June 13	a	a	a	a,b	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

		Length of Residence						
		Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
QK. Date	Total	28	1	1	4	4	8	2
	May 27	4	0	0	0	1	1	1
		14.3%	.0%	.0%	.0%	25.0%	12.5%	50.0%
	May 28	2	0	1	0	0	1	0
		7.1%	.0%	100.0%	.0%	.0%	12.5%	.0%
	May 29	2	0	0	1	0	0	0
		7.1%	.0%	.0%	25.0%	.0%	.0%	.0%
	May 30	2	1	0	0	0	1	0
		7.1%	100.0%	.0%	.0%	.0%	12.5%	.0%
	June 1	1	0	0	0	0	1	0
		3.6%	.0%	.0%	.0%	.0%	12.5%	.0%
	June 2	1	0	0	1	0	0	0
		3.6%	.0%	.0%	25.0%	.0%	.0%	.0%
June 3	2	0	0	0	0	1	0	
	7.1%	.0%	.0%	.0%	.0%	12.5%	.0%	
June 4	1	0	0	0	1	0	0	
	3.6%	.0%	.0%	.0%	25.0%	.0%	.0%	
June 7	4	0	0	1	1	1	0	
	14.3%	.0%	.0%	25.0%	25.0%	12.5%	.0%	
June 8	5	0	0	0	0	1	1	
	17.9%	.0%	.0%	.0%	.0%	12.5%	50.0%	
June 9	2	0	0	1	0	1	0	
	7.1%	.0%	.0%	25.0%	.0%	12.5%	.0%	
June 11	1	0	0	0	1	0	0	
	3.6%	.0%	.0%	.0%	25.0%	.0%	.0%	
June 13	1	0	0	0	0	0	0	
	3.6%	.0%	.0%	.0%	.0%	.0%	.0%	

		Length of Residence More than 25 years
Total		8
May 27		1 12.5%
May 28		0 .0%
May 29		1 12.5%
May 30		0 .0%
June 1		0 .0%
June 2		0 .0%
June 3		1 12.5%
June 4		0 .0%
June 7		1 12.5%
June 8		3 37.5%
June 9		0 .0%
June 11		0 .0%
June 13		1 12.5%

Comparisons of Column Proportions^c

		Length of Residence					
		Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years	16 to 20 years	21 to 25 years
		(A)	(B)	(C)	(D)	(E)	(F)
May 27		a,.b	a,.b	.b			.b
May 28		a,.b	a,.b	.b	.b		.b
May 29		a,.b	a,.b		.b	.b	.b
May 30		a,.b	a,.b	.b	.b		.b
June 1		a,.b	a,.b	.b	.b		.b
June 2		a,.b	a,.b		.b	.b	.b
June 3		a,.b	a,.b	.b	.b		.b
June 4		a,.b	a,.b	.b		.b	.b
June 7		a,.b	a,.b				.b
June 8		a,.b	a,.b	.b	.b		.b
June 9		a,.b	a,.b	.b	.b		.b
June 11		a,.b	a,.b	.b		.b	.b
June 13		a,.b	a,.b	.b	.b	.b	.b

Comparisons of Column Proportions^c

		Length of Residence More than 25 years (G)
May 27		.b
May 28		.b
May 29		.b
May 30		.b
June 1		.b
June 2		.b
June 3		.b
June 4		.b
June 7		.b
June 8		.b
June 9		.b
June 11		.b
June 13		.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.
 a. This category is not used in comparisons because the sum of case weights is less than two.
 b. This category is not used in comparisons because its column proportion is equal to zero or one.
 c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
Total	79	3	76
May 27	20 25.3%	1 33.3%	19 25.0%
May 28	5 6.3%	0 .0%	5 6.6%
May 29	4 5.1%	0 .0%	4 5.3%
May 30	11 13.9%	0 .0%	11 14.5%
June 1	1 1.3%	0 .0%	1 1.3%
June 2	2 2.5%	0 .0%	2 2.6%
June 3	6 7.6%	0 .0%	6 7.9%
June 4	1 1.3%	0 .0%	1 1.3%
June 5	1 1.3%	0 .0%	1 1.3%
June 6	5 6.3%	0 .0%	5 6.6%
June 7	6 7.6%	1 33.3%	5 6.6%
June 8	7 8.9%	0 .0%	7 9.2%
June 9	4 5.1%	1 33.3%	3 3.9%
June 10	3 3.8%	0 .0%	3 3.9%
June 11	1 1.3%	0 .0%	1 1.3%
June 13	2 2.5%	0 .0%	2 2.6%

Comparisons of Column Proportions^b

QK. Date	Rent/Own	
	Rent	Own
	(A)	(B)
May 27	a	
May 28	.	
May 29	a	
May 30	.	
June 1	a	
June 2	.	
June 3	a	
June 4	.	
June 5	a	
June 6	.	
June 7	.	
June 8	a	
June 9	B	
June 10	a	
June 11	.	
June 13	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
Total	76	59	16	1
May 27	19 25.0%	11 18.6%	8 50.0%	0 .0%
May 28	5 6.6%	3 5.1%	2 12.5%	0 .0%
May 29	4 5.3%	4 6.8%	0 .0%	0 .0%
May 30	11 14.5%	6 10.2%	5 31.3%	0 .0%
June 1	1 1.3%	1 1.7%	0 .0%	0 .0%
June 2	2 2.6%	2 3.4%	0 .0%	0 .0%
June 3	6 7.9%	6 10.2%	0 .0%	0 .0%
June 4	1 1.3%	1 1.7%	0 .0%	0 .0%
June 5	1 1.3%	1 1.7%	0 .0%	0 .0%
June 6	5 6.6%	5 8.5%	0 .0%	0 .0%
June 7	5 6.6%	5 8.5%	0 .0%	0 .0%
June 8	7 9.2%	6 10.2%	1 6.3%	0 .0%
June 9	3 3.9%	2 3.4%	0 .0%	1 100.0%
June 10	3 3.9%	3 5.1%	0 .0%	0 .0%
June 11	1 1.3%	1 1.7%	0 .0%	0 .0%
June 13	2 2.6%	2 3.4%	0 .0%	0 .0%

Comparisons of Column Proportions^c

QK. Date	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
May 27		A	a,b
May 28			a,b
May 29		.b	a,b
May 30		A	a,b
June 1		.b	a,b
June 2		.b	a,b
June 3		.b	a,b
June 4		.b	a,b
June 5		.b	a,b
June 6		.b	a,b
June 7		.b	a,b
June 8		.b	a,b
June 9		.b	a,b
June 10		.b	a,b
June 11		.b	a,b
June 13		.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group					
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
Total	79	1	68	1	4	5
May 27	20 25.3%	0 .0%	17 25.0%	1 100.0%	1 25.0%	1 20.0%
May 28	5 6.3%	0 .0%	4 5.9%	0 .0%	0 .0%	1 20.0%
May 29	4 5.1%	0 .0%	3 4.4%	0 .0%	0 .0%	1 20.0%
May 30	11 13.9%	0 .0%	10 14.7%	0 .0%	0 .0%	1 20.0%
June 1	1 1.3%	0 .0%	1 1.5%	0 .0%	0 .0%	0 .0%
June 2	2 2.5%	0 .0%	2 2.9%	0 .0%	0 .0%	0 .0%
June 3	6 7.6%	0 .0%	6 8.8%	0 .0%	0 .0%	0 .0%
June 4	1 1.3%	0 .0%	1 1.5%	0 .0%	0 .0%	0 .0%
June 5	1 1.3%	0 .0%	1 1.5%	0 .0%	0 .0%	0 .0%
June 6	5 6.3%	1 100.0%	3 4.4%	0 .0%	1 25.0%	0 .0%
June 7	6 7.6%	0 .0%	5 7.4%	0 .0%	1 25.0%	0 .0%
June 8	7 8.9%	0 .0%	6 8.8%	0 .0%	1 25.0%	0 .0%
June 9	4 5.1%	0 .0%	3 4.4%	0 .0%	0 .0%	1 20.0%
June 10	3 3.8%	0 .0%	3 4.4%	0 .0%	0 .0%	0 .0%
June 11	1 1.3%	0 .0%	1 1.5%	0 .0%	0 .0%	0 .0%
June 13	2 2.5%	0 .0%	2 2.9%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^c

QK. Date	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
May 27	a,b		a,b		
May 28	a,b		a,b	.b	
May 29	a,b		a,b	.b	
May 30	a,b		a,b	.b	
June 1	a,b		a,b	.b	.b
June 2	a,b		a,b	.b	.b
June 3	a,b		a,b	.b	.b
June 4	a,b		a,b	.b	.b
June 5	a,b		a,b	.b	.b
June 6	a,b		a,b		.b
June 7	a,b		a,b		.b
June 8	a,b		a,b		.b
June 9	a,b		a,b	.b	.b
June 10	a,b		a,b	.b	.b
June 11	a,b		a,b	.b	.b
June 13	a,b		a,b	.b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	How Often Operate Flights Out of Truckee Tahoe Airport						
	Total	More than once a week	Once a week	Few times a month	Once a month	Few times a year or less	Not sure/DK/NA
Total	51	11	8	23	6	1	2
May 27	16	2	5	5	2	0	2
May 28	31.4%	18.2%	62.5%	21.7%	33.3%	.0%	100.0%
May 29	3	2	0	0	0	1	0
May 30	5.9%	18.2%	.0%	.0%	.0%	100.0%	.0%
May 29	2	0	0	2	0	0	0
May 30	3.9%	.0%	.0%	8.7%	.0%	.0%	.0%
May 30	9	2	1	4	2	0	0
June 2	17.6%	18.2%	12.5%	17.4%	33.3%	.0%	.0%
June 2	1	1	0	0	0	0	0
June 3	2.0%	9.1%	.0%	.0%	.0%	.0%	.0%
June 3	4	0	1	3	0	0	0
June 5	7.8%	.0%	12.5%	13.0%	.0%	.0%	.0%
June 5	1	0	0	1	0	0	0
June 6	2.0%	.0%	.0%	4.3%	.0%	.0%	.0%
June 6	5	3	0	2	0	0	0
June 7	9.8%	27.3%	.0%	8.7%	.0%	.0%	.0%
June 7	2	1	0	1	0	0	0
June 8	3.9%	9.1%	.0%	4.3%	.0%	.0%	.0%
June 8	2	0	0	1	1	0	0
June 9	3.9%	.0%	.0%	4.3%	16.7%	.0%	.0%
June 9	2	0	0	1	1	0	0
June 10	3.9%	.0%	.0%	4.3%	16.7%	.0%	.0%
June 10	3	0	1	2	0	0	0
June 13	5.9%	.0%	12.5%	8.7%	.0%	.0%	.0%
June 13	1	0	0	1	0	0	0
June 13	2.0%	.0%	.0%	4.3%	.0%	.0%	.0%

Comparisons of Column Proportions^c

QK. Date	How Often Operate Flights Out of Truckee Tahoe Airport					
	More than once a week	Once a week	Few times a month	Once a month	Few times a year or less	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
May 27						
May 28		.b	.b	.b	a,,b	.b
May 29	.b	.b		.b	a,,b	.b
May 30					a,,b	.b
June 2		.b	.b	.b	a,,b	.b
June 3	.b			.b	a,,b	.b
June 5	.b	.b		.b	a,,b	.b
June 6		.b		.b	a,,b	.b
June 7		.b		.b	a,,b	.b
June 8	.b	.b		.b	a,,b	.b
June 8	.b	.b		.b	a,,b	.b
June 9	.b	.b		.b	a,,b	.b
June 10	.b			.b	a,,b	.b
June 13	.b	.b		.b	a,,b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	Types of Aircraft Piloted							
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
Total	51	36	5	10	2	1	4	1
May 27	16	7	1	6	2	0	2	1
May 28	31.4%	19.4%	20.0%	60.0%	100.0%	.0%	50.0%	100.0%
May 28	3	3	0	0	0	1	1	0
May 29	5.9%	8.3%	.0%	.0%	.0%	100.0%	25.0%	.0%
May 29	2	1	0	1	0	0	0	0
May 30	3.9%	2.8%	.0%	10.0%	.0%	.0%	.0%	.0%
May 30	9	7	2	1	0	0	0	0
June 2	17.6%	19.4%	40.0%	10.0%	.0%	.0%	.0%	.0%
June 2	1	1	0	0	0	0	0	0
June 3	2.0%	2.8%	.0%	.0%	.0%	.0%	.0%	.0%
June 3	4	4	1	0	0	0	0	0
June 5	7.8%	11.1%	20.0%	.0%	.0%	.0%	.0%	.0%
June 5	1	1	0	0	0	0	0	0
June 6	2.0%	2.8%	.0%	.0%	.0%	.0%	.0%	.0%
June 6	5	4	1	1	0	0	0	0
June 7	9.8%	11.1%	20.0%	10.0%	.0%	.0%	.0%	.0%
June 7	2	2	0	0	0	0	0	0
June 8	3.9%	5.6%	.0%	.0%	.0%	.0%	.0%	.0%
June 8	2	1	0	1	0	0	0	0
June 9	3.9%	2.8%	.0%	10.0%	.0%	.0%	.0%	.0%
June 9	2	1	0	0	0	0	1	0
June 10	3.9%	2.8%	.0%	.0%	.0%	.0%	25.0%	.0%
June 10	3	3	0	0	0	0	0	0
June 10	5.9%	8.3%	.0%	.0%	.0%	.0%	.0%	.0%
June 13	1	1	0	0	0	0	0	0
June 13	2.0%	2.8%	.0%	.0%	.0%	.0%	.0%	.0%

Comparisons of Column Proportions ^c

	Types of Aircraft Piloted						
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
May 27				a	a,b		a,b
May 28		a	a	a	a,b		a,b
May 29		a		a	a,b	a	a,b
May 30				a	a,b	a	a,b
June 2		a	a	a	a,b	a	a,b
June 3				a	a,b	a	a,b
June 5		a	a	a	a,b	a	a,b
June 6				a	a,b	a	a,b
June 7		a	a	a	a,b	a	a,b
June 8		a		a	a,b	a	a,b
June 9			a	a	a,b	A	a,b
June 10		a	a	a	a,b	a	a,b
June 13		a	a	a	a,b	a	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
Total	79	27	46	2	4
May 27	20 25.3%	9 33.3%	9 19.6%	1 50.0%	1 25.0%
May 28	5 6.3%	3 11.1%	1 2.2%	0 .0%	1 25.0%
May 29	4 5.1%	2 7.4%	1 2.2%	1 50.0%	0 .0%
May 30	11 13.9%	2 7.4%	8 17.4%	0 .0%	1 25.0%
June 1	1 1.3%	1 3.7%	0 .0%	0 .0%	0 .0%
June 2	2 2.5%	1 3.7%	1 2.2%	0 .0%	0 .0%
June 3	6 7.6%	2 7.4%	4 8.7%	0 .0%	0 .0%
June 4	1 1.3%	0 .0%	1 2.2%	0 .0%	0 .0%
June 5	1 1.3%	0 .0%	1 2.2%	0 .0%	0 .0%
June 6	5 6.3%	2 7.4%	3 6.5%	0 .0%	0 .0%
June 7	6 7.6%	1 3.7%	5 10.9%	0 .0%	0 .0%
June 8	7 8.9%	2 7.4%	5 10.9%	0 .0%	0 .0%
June 9	4 5.1%	1 3.7%	2 4.3%	0 .0%	1 25.0%
June 10	3 3.8%	1 3.7%	2 4.3%	0 .0%	0 .0%
June 11	1 1.3%	0 .0%	1 2.2%	0 .0%	0 .0%
June 13	2 2.5%	0 .0%	2 4.3%	0 .0%	0 .0%

Comparisons of Column Proportions ^b

QK. Date	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
May 27			a	
May 28			.	
May 29			B	a
May 30			a	.
June 1		a	a	a
June 2			a	a
June 3			a	a
June 4	a		a	a
June 5	a		a	a
June 6	.		a	a
June 7			a	a
June 8			a	a
June 9			a	a
June 10			a	a
June 11	a		a	a
June 13	a		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	Total	Reduce Number of Flights				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	79	2	5	8	63	1
May 27	20 25.3%	1 50.0%	1 20.0%	1 12.5%	17 27.0%	0 .0%
May 28	5 6.3%	0 .0%	0 .0%	0 .0%	4 6.3%	1 100.0%
May 29	4 5.1%	1 50.0%	0 .0%	0 .0%	3 4.8%	0 .0%
May 30	11 13.9%	0 .0%	1 20.0%	0 .0%	10 15.9%	0 .0%
June 1	1 1.3%	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%
June 2	2 2.5%	0 .0%	0 .0%	0 .0%	2 3.2%	0 .0%
June 3	6 7.6%	0 .0%	0 .0%	3 37.5%	3 4.8%	0 .0%
June 4	1 1.3%	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%
June 5	1 1.3%	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%
June 6	5 6.3%	0 .0%	0 .0%	1 12.5%	4 6.3%	0 .0%
June 7	6 7.6%	0 .0%	1 20.0%	1 12.5%	4 6.3%	0 .0%
June 8	7 8.9%	0 .0%	0 .0%	2 25.0%	5 7.9%	0 .0%
June 9	4 5.1%	0 .0%	0 .0%	0 .0%	4 6.3%	0 .0%
June 10	3 3.8%	0 .0%	0 .0%	0 .0%	3 4.8%	0 .0%
June 11	1 1.3%	0 .0%	1 20.0%	0 .0%	0 .0%	0 .0%
June 13	2 2.5%	0 .0%	1 20.0%	0 .0%	1 1.6%	0 .0%

Comparisons of Column Proportions^c

QK. Date	Reduce Number of Flights				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 27					a,b
May 28	.b	.b	.b		a,b
May 29	D	.b	.b		a,b
May 30	.b		.b		a,b
June 1	.b	.b	.b		a,b
June 2	.b	.b	.b		a,b
June 3	.b	.b		D	a,b
June 4	.b	.b	.b		a,b
June 5	.b	.b	.b		a,b
June 6	.b	.b			a,b
June 7	.b	.b			a,b
June 8	.b	.b			a,b
June 9	.b	.b	.b		a,b
June 10	.b	.b	.b		a,b
June 11	.b		.b	.b	a,b
June 13	.b	D	.b		a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	Total	Remain the Way it Is				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	79	11	27	22	14	5
May 27	20	4	7	5	3	1
May 28	25.3%	36.4%	25.9%	22.7%	21.4%	20.0%
May 29	5	0	1	1	2	1
May 30	6.3%	.0%	3.7%	4.5%	14.3%	20.0%
May 29	4	2	1	0	1	0
May 30	5.1%	18.2%	3.7%	.0%	7.1%	.0%
May 30	11	1	5	2	3	0
June 1	13.9%	9.1%	18.5%	9.1%	21.4%	.0%
June 1	1	0	0	1	0	0
June 2	1.3%	.0%	.0%	4.5%	.0%	.0%
June 2	2	1	0	1	0	0
June 3	2.5%	9.1%	.0%	4.5%	.0%	.0%
June 3	6	0	3	3	0	0
June 4	7.6%	.0%	11.1%	13.6%	.0%	.0%
June 4	1	0	0	1	0	0
June 5	1.3%	.0%	.0%	4.5%	.0%	.0%
June 5	1	0	0	0	1	0
June 6	1.3%	.0%	.0%	.0%	7.1%	.0%
June 6	5	0	1	3	1	0
June 7	6.3%	.0%	3.7%	13.6%	7.1%	.0%
June 7	6	0	3	1	2	0
June 8	7.6%	.0%	11.1%	4.5%	14.3%	.0%
June 8	7	2	3	1	0	1
June 9	8.9%	18.2%	11.1%	4.5%	.0%	20.0%
June 9	4	0	0	2	0	2
June 10	5.1%	.0%	.0%	9.1%	.0%	40.0%
June 10	3	1	2	0	0	0
June 11	3.8%	9.1%	7.4%	.0%	.0%	.0%
June 11	1	0	1	0	0	0
June 13	1.3%	.0%	3.7%	.0%	.0%	.0%
June 13	2	0	0	1	1	0
June 13	2.5%	.0%	.0%	4.5%	7.1%	.0%

Comparisons of Column Proportions^b

QK. Date	Remain the Way it Is				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 27	a				
May 28	.				
May 29	.		a		a
May 30	.				a
June 1	a	a		a	a
June 2	.	a		a	a
June 3	a			a	a
June 4	a	a		a	a
June 5	a	a	a		a
June 6	a	.			a
June 7	.			a	.
June 8	a	a		a	.
June 9	.	.		a	a
June 10	.		a	a	a
June 11	a		a	a	a
June 13	a	a			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	Total	Manage the Growth of Operations				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
Total	79	29	34	7	8	1
May 27	20	8	6	2	4	0
May 28	25.3%	27.6%	17.6%	28.6%	50.0%	.0%
May 29	5	1	3	0	1	0
May 30	6.3%	3.4%	8.8%	.0%	12.5%	.0%
May 29	4	2	1	0	1	0
May 30	5.1%	6.9%	2.9%	.0%	12.5%	.0%
May 30	11	1	8	1	1	0
June 1	13.9%	3.4%	23.5%	14.3%	12.5%	.0%
June 1	1	0	1	0	0	0
June 2	1.3%	.0%	2.9%	.0%	.0%	.0%
June 2	2	1	0	0	1	0
June 3	2.5%	3.4%	.0%	.0%	12.5%	.0%
June 3	6	2	2	2	0	0
June 4	7.6%	6.9%	5.9%	28.6%	.0%	.0%
June 4	1	1	0	0	0	0
June 5	1.3%	3.4%	.0%	.0%	.0%	.0%
June 5	1	1	0	0	0	0
June 6	1.3%	3.4%	.0%	.0%	.0%	.0%
June 6	5	4	0	1	0	0
June 7	6.3%	13.8%	.0%	14.3%	.0%	.0%
June 7	6	1	4	1	0	0
June 8	7.6%	3.4%	11.8%	14.3%	.0%	.0%
June 8	7	3	3	0	0	1
June 9	8.9%	10.3%	8.8%	.0%	.0%	100.0%
June 9	4	1	3	0	0	0
June 10	5.1%	3.4%	8.8%	.0%	.0%	.0%
June 10	3	2	1	0	0	0
June 11	3.8%	6.9%	2.9%	.0%	.0%	.0%
June 11	1	0	1	0	0	0
June 13	1.3%	.0%	2.9%	.0%	.0%	.0%
June 13	2	1	1	0	0	0
June 13	2.5%	3.4%	2.9%	.0%	.0%	.0%

Comparisons of Column Proportions^c

QK. Date	Manage the Growth of Operations				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure/DK/NA
	(A)	(B)	(C)	(D)	(E)
May 27					a,b
May 28			.b		a,b
May 29			.b		a,b
May 30					a,b
June 1	.b		.b	.b	a,b
June 2		.b	.b		a,b
June 3				.b	a,b
June 4		.b	.b	.b	a,b
June 5		.b	.b	.b	a,b
June 6		.b		.b	a,b
June 7				.b	a,b
June 8			.b	.b	a,b
June 9			.b	.b	a,b
June 10			.b	.b	a,b
June 11	.b		.b	.b	a,b
June 13			.b	.b	a,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

QK. Date	Total	First Favorable/Unfavorable				Not sure/No opinion/DK/NA
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	
Total	79	58	16	3	1	1
May 27	20 25.3%	12 20.7%	7 43.8%	0 .0%	1 100.0%	0 .0%
May 28	5 6.3%	4 6.9%	0 .0%	1 33.3%	0 .0%	0 .0%
May 29	4 5.1%	2 3.4%	1 6.3%	1 33.3%	0 .0%	0 .0%
May 30	11 13.9%	9 15.5%	2 12.5%	0 .0%	0 .0%	0 .0%
June 1	1 1.3%	1 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
June 2	2 2.5%	1 1.7%	0 .0%	0 .0%	0 .0%	1 100.0%
June 3	6 7.6%	3 5.2%	3 18.8%	0 .0%	0 .0%	0 .0%
June 4	1 1.3%	1 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
June 5	1 1.3%	1 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
June 6	5 6.3%	5 8.6%	0 .0%	0 .0%	0 .0%	0 .0%
June 7	6 7.6%	4 6.9%	1 6.3%	1 33.3%	0 .0%	0 .0%
June 8	7 8.9%	6 10.3%	1 6.3%	0 .0%	0 .0%	0 .0%
June 9	4 5.1%	4 6.9%	0 .0%	0 .0%	0 .0%	0 .0%
June 10	3 3.8%	3 5.2%	0 .0%	0 .0%	0 .0%	0 .0%
June 11	1 1.3%	1 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
June 13	2 2.5%	1 1.7%	1 6.3%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^c

		First Favorable/Unfavorable				
		Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable	Not sure/No opinion/DK/NA
		(A)	(B)	(C)	(D)	(E)
QK. Date	May 27			a	a,b	a,b
	May 28		a		a,b	a,b
	May 29				a,b	a,b
	May 30			a	a,b	a,b
	June 1		a	a	a,b	a,b
	June 2		a	a	a,b	a,b
	June 3			a	a,b	a,b
	June 4		a	a	a,b	a,b
	June 5		a	a	a,b	a,b
	June 6				a,b	a,b
	June 7				a,b	a,b
	June 8		a	a	a,b	a,b
	June 9		a	a	a,b	a,b
	June 10		a	a	a,b	a,b
June 11			a	a,b	a,b	
June 13			a	a,b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.63

Comparisons of Column Means^a

	Total
	(A)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.66	1.25	1.00

Comparisons of Column Means^b

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	Age					Not coded
		18-29	30-39	40-49	50-64	65+	
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	2.00	1.50	1.88	1.51	1.79	-1.00

Comparisons of Column Means^b

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a					a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Date							
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.45	1.40	1.00	1.82	2.00	2.00	1.50

	Date							
	June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	2.00	2.00	2.00	1.33	1.86	2.00	2.00	2.00

	Date
	June 13
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.50

Comparisons of Column Means^b

	Date							
	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?					a	a		a

Comparisons of Column Means^b

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 11
	(I)	(J)	(K)	(L)	(M)	(N)	(O)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a						a

Comparisons of Column Means^b

	Date
	June 13
	(P)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.54	1.00	2.00	1.00	1.75

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.88	1.50	1.38

Comparisons of Column Means^b

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a	a		

Comparisons of Column Means^b

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
	(E)	(F)	(G)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	.67	1.67

Comparisons of Column Means^a

	Rent/Own	
	Rent	Own
	(A)	(B)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		A

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.67	1.69	1.56	2.00

Comparisons of Column Means^b

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group				
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	2.00	1.72	2.00	1.25

	Ethnic Group DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.60

Comparisons of Column Means^b

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a	E	a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport				
	Total	More than once a week	Once a week	Few times a month	Once a month
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.68	1.90	1.13	1.87	1.67

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	-1.00	2.00

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport			
	More than once a week	Once a week	Few times a month	Once a month
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?				

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
	(E)	(F)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.68	1.69	1.60	1.70	1.50

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	2.00	2.00	2.00

Comparisons of Column Means^b

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?				

Comparisons of Column Means^b

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(E)	(F)	(G)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	. ^a		. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.54	1.74	.00	1.75

Comparisons of Column Means^a

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	C	C		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Reduce Number of Flights				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	.50	1.40	1.75	1.66

	Reduce Number of Flights
	Not sure/DK/NA
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	2.00

Comparisons of Column Means^b

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?				

Comparisons of Column Means ^b

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Remain the Way it Is				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.70	1.74	1.86	.93

	Remain the Way it Is
	Not sure/DK/NA
(E)	
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.80

Comparisons of Column Means ^a

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?		D	D	

Comparisons of Column Means ^a

	Remain the Way it Is
	Not sure/DK/NA
(E)	
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Manage the Growth of Operations				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	1.79	1.62	1.57	1.00

	Manage the Growth of Operations
	Not sure/DK/NA
(E)	
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	2.00

Comparisons of Column Means^b

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?				

Comparisons of Column Means^b

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	First Favorable/Unfavorable				
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	1.63	2.00	1.00	-1.00	-2.00

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
(A)	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.

Comparisons of Column Means^{b,c}

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.	.	.	a

Comparisons of Column Means^{b,c}

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
3. Do you have a favorable or unfavorable opinion of the Truckee Tahoe Airport? Is that strongly (favorable/unfavorable) or somewhat (favorable/unfavorable)?	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some subtables because of numerical problems.

	Total	
	Total	Total
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.92
5B. Early forest fire warning	2.21	2.21
5C. Flight instruction and training	1.91	1.91
5D. Transportation for patients in need of urgent healthcare	2.50	2.50
5E. Search and rescue services	2.38	2.38
5F. Resident pilot use for recreation	2.40	2.40
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.15

Comparisons of Column Means^a

	Total
	Total
	(A)
5A. Acquiring and maintaining land around the airport for preservation of open space	.
5B. Early forest fire warning	.
5C. Flight instruction and training	.
5D. Transportation for patients in need of urgent healthcare	.
5E. Search and rescue services	.
5F. Resident pilot use for recreation	.
5G. Visitor use for access to the North Lake Tahoe region	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.92	2.50	.00
5B. Early forest fire warning	2.21	2.18	2.75	2.00
5C. Flight instruction and training	1.91	1.90	2.00	2.00
5D. Transportation for patients in need of urgent healthcare	2.50	2.48	2.75	3.00
5E. Search and rescue services	2.38	2.38	2.50	2.00
5F. Resident pilot use for recreation	2.40	2.39	2.50	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.14	2.25	3.00

Comparisons of Column Means^b

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			a
5B. Early forest fire warning			a
5C. Flight instruction and training			a
5D. Transportation for patients in need of urgent healthcare			a
5E. Search and rescue services			a
5F. Resident pilot use for recreation			a
5G. Visitor use for access to the North Lake Tahoe region			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Age						Not coded
	Total	18-29	30-39	40-49	50-64	65+	
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	.00	2.25	2.22	1.74	2.04	3.00
5B. Early forest fire warning	2.21	3.00	1.25	2.44	1.91	2.57	3.00
5C. Flight instruction and training	1.91	3.00	1.75	1.67	1.86	2.00	3.00
5D. Transportation for patients in need of urgent healthcare	2.50	3.00	1.25	2.56	2.41	2.72	3.00
5E. Search and rescue services	2.38	2.00	2.00	2.33	2.26	2.61	3.00
5F. Resident pilot use for recreation	2.40	3.00	2.33	2.44	2.38	2.38	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.15	.00	1.50	2.22	2.23	2.17	3.00

Comparisons of Column Means^b

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	a					a
5B. Early forest fire warning	a				D	a
5C. Flight instruction and training	a					a
5D. Transportation for patients in need of urgent healthcare	a		B	B	B	a
5E. Search and rescue services	a					a
5F. Resident pilot use for recreation	a					a
5G. Visitor use for access to the North Lake Tahoe region	a					a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date							
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.70	2.60	2.25	2.18	.	2.00	1.17
5B. Early forest fire warning	2.21	2.16	3.00	1.75	2.18	1.00	3.00	2.17
5C. Flight instruction and training	1.91	1.89	2.20	2.00	1.73	2.00	1.50	2.00
5D. Transportation for patients in need of urgent healthcare	2.50	2.79	2.60	2.00	2.36	3.00	3.00	2.50
5E. Search and rescue services	2.38	2.32	2.60	1.50	2.45	3.00	3.00	2.50
5F. Resident pilot use for recreation	2.40	2.65	2.80	2.33	2.27	2.00	3.00	2.17
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.40	2.20	1.75	2.45	1.00	2.50	1.83

	Date							
	June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
5A. Acquiring and maintaining land around the airport for preservation of open space	2.00	3.00	1.80	2.00	1.86	1.00	3.00	2.00
5B. Early forest fire warning	2.00	3.00	1.20	2.50	2.29	1.75	3.00	2.00
5C. Flight instruction and training	3.00	3.00	1.40	1.83	1.71	1.75	2.67	2.00
5D. Transportation for patients in need of urgent healthcare	3.00	3.00	2.60	1.83	2.29	2.50	2.00	3.00
5E. Search and rescue services	3.00	3.00	2.00	2.50	2.14	2.25	3.00	2.00
5F. Resident pilot use for recreation	3.00	3.00	2.40	2.17	1.57	2.67	2.67	3.00
5G. Visitor use for access to the North Lake Tahoe region	1.00	3.00	2.00	2.17	1.86	2.25	2.00	2.00

	Date
	June 13
5A. Acquiring and maintaining land around the airport for preservation of open space	2.00
5B. Early forest fire warning	2.50
5C. Flight instruction and training	2.50
5D. Transportation for patients in need of urgent healthcare	3.00
5E. Search and rescue services	3.00
5F. Resident pilot use for recreation	2.00
5G. Visitor use for access to the North Lake Tahoe region	1.50

Comparisons of Column Means^b

	Date							
	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
5A. Acquiring and maintaining land around the airport for preservation of open space					.			a
5B. Early forest fire warning					a			a
5C. Flight instruction and training					a			a
5D. Transportation for patients in need of urgent healthcare					a			a
5E. Search and rescue services					a			a
5F. Resident pilot use for recreation					a			a
5G. Visitor use for access to the North Lake Tahoe region					a			a

Comparisons of Column Means^b

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 11
	(I)	(J)	(K)	(L)	(M)	(N)	(O)
5A. Acquiring and maintaining land around the airport for preservation of open space	a						a
5B. Early forest fire warning	a						a
5C. Flight instruction and training	a						a
5D. Transportation for patients in need of urgent healthcare	a						a
5E. Search and rescue services	a						a
5F. Resident pilot use for recreation	a						a
5G. Visitor use for access to the North Lake Tahoe region	a						a

Comparisons of Column Means^b

	Date
	June 13
	(P)
5A. Acquiring and maintaining land around the airport for preservation of open space	
5B. Early forest fire warning	
5C. Flight instruction and training	
5D. Transportation for patients in need of urgent healthcare	
5E. Search and rescue services	
5F. Resident pilot use for recreation	
5G. Visitor use for access to the North Lake Tahoe region	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	2.00	2.00	1.67	1.50
5B. Early forest fire warning	2.39	3.00	3.00	2.00	2.25
5C. Flight instruction and training	2.11	1.00	3.00	2.50	2.50
5D. Transportation for patients in need of urgent healthcare	2.50	2.00	2.00	2.25	2.75
5E. Search and rescue services	2.36	3.00	2.00	2.25	2.50
5F. Resident pilot use for recreation	2.33	1.00	3.00	3.00	2.75
5G. Visitor use for access to the North Lake Tahoe region	1.71	.00	1.00	2.50	1.00

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
5A. Acquiring and maintaining land around the airport for preservation of open space	2.29	2.00	1.87
5B. Early forest fire warning	2.63	3.00	2.13
5C. Flight instruction and training	2.25	1.50	1.75
5D. Transportation for patients in need of urgent healthcare	2.75	3.00	2.25
5E. Search and rescue services	2.63	2.50	2.00
5F. Resident pilot use for recreation	2.38	2.00	2.00
5G. Visitor use for access to the North Lake Tahoe region	2.13	1.50	1.63

Comparisons of Column Means ^b

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space	a	a		
5B. Early forest fire warning	a	a		
5C. Flight instruction and training	a	a		
5D. Transportation for patients in need of urgent healthcare	a	a		
5E. Search and rescue services	a	a		
5F. Resident pilot use for recreation	a	a		
5G. Visitor use for access to the North Lake Tahoe region	a	a		

Comparisons of Column Means ^b

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
	(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space			
5B. Early forest fire warning			
5C. Flight instruction and training			
5D. Transportation for patients in need of urgent healthcare			
5E. Search and rescue services			
5F. Resident pilot use for recreation			
5G. Visitor use for access to the North Lake Tahoe region			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	.67	1.97
5B. Early forest fire warning	2.21	.67	2.27
5C. Flight instruction and training	1.91	1.33	1.93
5D. Transportation for patients in need of urgent healthcare	2.50	1.33	2.55
5E. Search and rescue services	2.38	1.67	2.41
5F. Resident pilot use for recreation	2.40	2.50	2.40
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.00	2.16

Comparisons of Column Means^a

	Rent/Own	
	Rent	Own
	(A)	(B)
5A. Acquiring and maintaining land around the airport for preservation of open space		A
5B. Early forest fire warning		A
5C. Flight instruction and training		
5D. Transportation for patients in need of urgent healthcare		A
5E. Search and rescue services		
5F. Resident pilot use for recreation		
5G. Visitor use for access to the North Lake Tahoe region		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	1.97	1.98	2.06	.00
5B. Early forest fire warning	2.27	2.29	2.19	2.00
5C. Flight instruction and training	1.93	1.98	1.75	2.00
5D. Transportation for patients in need of urgent healthcare	2.55	2.53	2.60	3.00
5E. Search and rescue services	2.41	2.40	2.44	3.00
5F. Resident pilot use for recreation	2.40	2.40	2.44	2.00
5G. Visitor use for access to the North Lake Tahoe region	2.16	1.98	2.81	2.00

Comparisons of Column Means^b

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
5A. Acquiring and maintaining land around the airport for preservation of open space			a
5B. Early forest fire warning			a
5C. Flight instruction and training			a
5D. Transportation for patients in need of urgent healthcare			a
5E. Search and rescue services			a
5F. Resident pilot use for recreation			a
5G. Visitor use for access to the North Lake Tahoe region		A	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group				
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	3.00	1.93	3.00	1.25
5B. Early forest fire warning	2.21	3.00	2.22	1.00	1.75
5C. Flight instruction and training	1.91	1.00	1.94	1.00	1.75
5D. Transportation for patients in need of urgent healthcare	2.50	3.00	2.48	2.00	2.50
5E. Search and rescue services	2.38	3.00	2.40	2.00	2.00
5F. Resident pilot use for recreation	2.40	3.00	2.41	1.00	2.25
5G. Visitor use for access to the North Lake Tahoe region	2.15	1.00	2.16	1.00	2.25

	Ethnic Group
	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	2.00
5B. Early forest fire warning	2.40
5C. Flight instruction and training	2.00
5D. Transportation for patients in need of urgent healthcare	2.80
5E. Search and rescue services	2.40
5F. Resident pilot use for recreation	2.60
5G. Visitor use for access to the North Lake Tahoe region	2.40

Comparisons of Column Means^b

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	a		a		
5B. Early forest fire warning	a		a		
5C. Flight instruction and training	a		a		
5D. Transportation for patients in need of urgent healthcare	a		a		
5E. Search and rescue services	a		a		
5F. Resident pilot use for recreation	a		a		
5G. Visitor use for access to the North Lake Tahoe region	a		a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport				
	Total	More than once a week	Once a week	Few times a month	Once a month
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.91	1.25	2.09	1.83
5B. Early forest fire warning	2.10	1.82	2.00	2.22	1.80
5C. Flight instruction and training	1.80	1.36	1.63	2.00	1.67
5D. Transportation for patients in need of urgent healthcare	2.50	2.18	2.71	2.61	2.17
5E. Search and rescue services	2.40	2.27	2.38	2.48	2.00
5F. Resident pilot use for recreation	2.44	2.73	2.63	2.35	2.00
5G. Visitor use for access to the North Lake Tahoe region	2.39	1.91	2.87	2.30	2.67

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	3.00	2.50
5B. Early forest fire warning	3.00	3.00
5C. Flight instruction and training	3.00	3.00
5D. Transportation for patients in need of urgent healthcare	3.00	3.00
5E. Search and rescue services	3.00	3.00
5F. Resident pilot use for recreation	3.00	2.00
5G. Visitor use for access to the North Lake Tahoe region	3.00	3.00

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport			
	More than once a week	Once a week	Few times a month	Once a month
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				
5B. Early forest fire warning				
5C. Flight instruction and training				
5D. Transportation for patients in need of urgent healthcare				
5E. Search and rescue services				
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region				

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
	(E)	(F)
5A. Acquiring and maintaining land around the airport for preservation of open space	a	
5B. Early forest fire warning	.	
5C. Flight instruction and training	a	a
5D. Transportation for patients in need of urgent healthcare	a	
5E. Search and rescue services	a	
5F. Resident pilot use for recreation	a	
5G. Visitor use for access to the North Lake Tahoe region	a	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.97	2.00	1.70	3.00
5B. Early forest fire warning	2.10	2.17	2.00	1.50	3.00
5C. Flight instruction and training	1.80	1.97	1.20	1.10	3.00
5D. Transportation for patients in need of urgent healthcare	2.50	2.44	2.80	2.44	3.00
5E. Search and rescue services	2.40	2.56	2.40	1.90	3.00
5F. Resident pilot use for recreation	2.44	2.56	2.00	2.10	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.39	2.25	2.40	2.30	2.50

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	2.00	2.25	2.00
5B. Early forest fire warning	3.00	1.75	3.00
5C. Flight instruction and training	1.00	1.67	3.00
5D. Transportation for patients in need of urgent healthcare	3.00	2.25	3.00
5E. Search and rescue services	3.00	2.00	3.00
5F. Resident pilot use for recreation	3.00	2.33	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.00	2.75	3.00

Comparisons of Column Means ^b

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				a
5B. Early forest fire warning				.
5C. Flight instruction and training				.
5D. Transportation for patients in need of urgent healthcare				.
5E. Search and rescue services				a
5F. Resident pilot use for recreation				.
5G. Visitor use for access to the North Lake Tahoe region				.

Comparisons of Column Means ^b

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(E)	(F)	(G)
5A. Acquiring and maintaining land around the airport for preservation of open space	a	.	a
5B. Early forest fire warning	a	.	a
5C. Flight instruction and training	a	.	a
5D. Transportation for patients in need of urgent healthcare	a	.	a
5E. Search and rescue services	a	.	a
5F. Resident pilot use for recreation	a	.	a
5G. Visitor use for access to the North Lake Tahoe region	a	.	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.88	1.85	3.00	2.67
5B. Early forest fire warning	2.21	1.96	2.29	2.50	2.75
5C. Flight instruction and training	1.91	1.85	2.02	1.00	1.33
5D. Transportation for patients in need of urgent healthcare	2.50	2.41	2.53	2.50	2.75
5E. Search and rescue services	2.38	2.33	2.40	2.00	2.75
5F. Resident pilot use for recreation	2.40	2.65	2.33	2.00	1.75
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.04	2.28	1.00	2.00

Comparisons of Column Means^a

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				
5B. Early forest fire warning				
5C. Flight instruction and training				
5D. Transportation for patients in need of urgent healthcare				
5E. Search and rescue services				
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Reduce Number of Flights				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	2.00	1.80	2.00	1.90
5B. Early forest fire warning	2.21	2.00	2.60	2.25	2.16
5C. Flight instruction and training	1.91	.00	2.20	1.88	1.97
5D. Transportation for patients in need of urgent healthcare	2.50	2.00	2.60	2.50	2.50
5E. Search and rescue services	2.38	1.50	2.60	2.25	2.42
5F. Resident pilot use for recreation	2.40	2.00	2.20	2.38	2.44
5G. Visitor use for access to the North Lake Tahoe region	2.15	.00	.80	2.25	2.32

	Reduce Number of Flights
	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	3.00
5B. Early forest fire warning	3.00
5C. Flight instruction and training	1.00
5D. Transportation for patients in need of urgent healthcare	3.00
5E. Search and rescue services	2.00
5F. Resident pilot use for recreation	2.00
5G. Visitor use for access to the North Lake Tahoe region	2.00

Comparisons of Column Means^b

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				
5B. Early forest fire warning				A
5C. Flight instruction and training				
5D. Transportation for patients in need of urgent healthcare				
5E. Search and rescue services				
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region			A B	A B

Comparisons of Column Means^b

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	a
5B. Early forest fire warning	a
5C. Flight instruction and training	a
5D. Transportation for patients in need of urgent healthcare	a
5E. Search and rescue services	a
5F. Resident pilot use for recreation	a
5G. Visitor use for access to the North Lake Tahoe region	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Remain the Way it is				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.73	1.93	1.81	2.07
5B. Early forest fire warning	2.21	2.09	2.23	2.23	2.07
5C. Flight instruction and training	1.91	1.30	2.15	1.86	2.07
5D. Transportation for patients in need of urgent healthcare	2.50	2.27	2.35	2.68	2.50
5E. Search and rescue services	2.38	2.00	2.35	2.55	2.50
5F. Resident pilot use for recreation	2.40	2.10	2.41	2.38	2.71
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.00	2.37	2.00	2.14

	Remain the Way it Is Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	2.50
5B. Early forest fire warning	2.60
5C. Flight instruction and training	1.60
5D. Transportation for patients in need of urgent healthcare	3.00
5E. Search and rescue services	2.40
5F. Resident pilot use for recreation	2.20
5G. Visitor use for access to the North Lake Tahoe region	2.00

Comparisons of Column Means^a

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				
5B. Early forest fire warning				
5C. Flight instruction and training				
5D. Transportation for patients in need of urgent healthcare				
5E. Search and rescue services				
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region				

Comparisons of Column Means^a

	Remain the Way it Is Not sure/DK/NA (E)

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Manage the Growth of Operations				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	1.96	1.94	1.43	2.13
5B. Early forest fire warning	2.21	2.07	2.45	1.71	2.00
5C. Flight instruction and training	1.91	1.82	2.09	2.14	1.13
5D. Transportation for patients in need of urgent healthcare	2.50	2.39	2.59	2.57	2.38
5E. Search and rescue services	2.38	2.21	2.52	2.57	2.25
5F. Resident pilot use for recreation	2.40	2.39	2.33	2.71	2.50
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.17	2.21	2.57	1.50

	Manage the Growth of Operations
	Not sure/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	2.00
5B. Early forest fire warning	3.00
5C. Flight instruction and training	3.00
5D. Transportation for patients in need of urgent healthcare	3.00
5E. Search and rescue services	3.00
5F. Resident pilot use for recreation	2.00
5G. Visitor use for access to the North Lake Tahoe region	2.00

Comparisons of Column Means^b

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				
5B. Early forest fire warning				
5C. Flight instruction and training				
5D. Transportation for patients in need of urgent healthcare				
5E. Search and rescue services				
5F. Resident pilot use for recreation				
5G. Visitor use for access to the North Lake Tahoe region				

Comparisons of Column Means^b

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	a
5B. Early forest fire warning	a
5C. Flight instruction and training	a
5D. Transportation for patients in need of urgent healthcare	a
5E. Search and rescue services	a
5F. Resident pilot use for recreation	a
5G. Visitor use for access to the North Lake Tahoe region	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	First Favorable/Unfavorable				
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
5A. Acquiring and maintaining land around the airport for preservation of open space	1.92	2.02	1.50	2.67	.00
5B. Early forest fire warning	2.21	2.31	1.87	2.33	.00
5C. Flight instruction and training	1.91	2.00	1.63	2.00	3.00
5D. Transportation for patients in need of urgent healthcare	2.50	2.54	2.25	2.67	3.00
5E. Search and rescue services	2.38	2.45	2.13	2.00	3.00
5F. Resident pilot use for recreation	2.40	2.47	2.07	2.33	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.15	2.21	1.94	2.00	3.00

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
5A. Acquiring and maintaining land around the airport for preservation of open space	3.00
5B. Early forest fire warning	3.00
5C. Flight instruction and training	.00
5D. Transportation for patients in need of urgent healthcare	3.00
5E. Search and rescue services	3.00
5F. Resident pilot use for recreation	3.00
5G. Visitor use for access to the North Lake Tahoe region	2.00

Comparisons of Column Means^b

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
5A. Acquiring and maintaining land around the airport for preservation of open space				a .
5B. Early forest fire warning				. a
5C. Flight instruction and training				. a
5D. Transportation for patients in need of urgent healthcare				. a
5E. Search and rescue services				. a
5F. Resident pilot use for recreation				. a
5G. Visitor use for access to the North Lake Tahoe region				. a

Comparisons of Column Means^b

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
5A. Acquiring and maintaining land around the airport for preservation of open space	a .
5B. Early forest fire warning	. a
5C. Flight instruction and training	. a
5D. Transportation for patients in need of urgent healthcare	. a
5E. Search and rescue services	. a
5F. Resident pilot use for recreation	. a
5G. Visitor use for access to the North Lake Tahoe region	. a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
8A1. The airport is an important component of the area's economy	1.71	1.71
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.48
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.63
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.22
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.58
8C2. The airport should grow to address increasing demands from the community	.89	.89
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.18
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-.05

Comparisons of Column Means^a

	Total
	Total
	(A)
8A1. The airport is an important component of the area's economy	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.
8C1. The airport should reduce operations and scale back its programs and capabilities	.
8C2. The airport should grow to address increasing demands from the community	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
8A1. The airport is an important component of the area's economy	1.71	1.74	1.00	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.51	-.75	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.69	.33	-2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.28	.75	-1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.61	-1.00	-2.00
8C2. The airport should grow to address increasing demands from the community	.89	.97	-.75	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.22	-1.00	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-.08	1.00	-2.00

Comparisons of Column Means^b

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy	B		a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			a
8C1. The airport should reduce operations and scale back its programs and capabilities			a
8C2. The airport should grow to address increasing demands from the community	B		a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Age						Not coded
	Total	18-29	30-39	40-49	50-64	65+	
8A1. The airport is an important component of the area's economy	1.71	2.00	.75	1.89	1.69	1.79	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	1.00	-1.75	-1.89	-1.56	-1.29	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	-1.00	1.67	.88	.13	1.07	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.00	1.25	1.44	1.16	1.19	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.00	-1.75	-1.67	-1.57	-1.55	-2.00
8C2. The airport should grow to address increasing demands from the community	.89	-1.00	.00	1.25	.91	.93	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	1.00	-.25	.44	.15	.10	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-2.00	.00	-.33	-.06	.18	-2.00

Comparisons of Column Means^b

	Age					Not coded
	18-29	30-39	40-49	50-64	65+	
	(A)	(B)	(C)	(D)	(E)	
8A1. The airport is an important component of the area's economy	.a				B	.a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	.a					.a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.a					.a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.a					.a
8C1. The airport should reduce operations and scale back its programs and capabilities	.a					.a
8C2. The airport should grow to address increasing demands from the community	.a					.a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.a					.a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.a					.a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date							
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
8A1. The airport is an important component of the area's economy	1.71	1.95	1.80	.00	1.64	1.00	2.00	1.83
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.55	-1.40	-1.00	-1.55	.	-2.00	-1.67
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.00	1.50	.75	.80	1.00	.50	.40
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.25	1.00	1.25	1.18	1.00	1.00	1.17
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.70	-2.00	-1.00	-1.73	-2.00	-2.00	-1.17
8C2. The airport should grow to address increasing demands from the community	.89	.83	1.60	-.25	.73	.	1.50	1.17
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.60	.60	.00	-.18	-2.00	.50	.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-.58	-.40	-.25	.00	-2.00	-.50	.67

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date							
	June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
8A1. The airport is an important component of the area's economy	1.00	2.00	2.00	1.50	1.86	1.75	2.00	1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-2.00	-2.00	-1.80	-1.50	-1.14	-2.00	-1.67	1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	2.00	-2.00	1.40	1.00	1.20	1.67	.33	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.00	2.00	1.25	1.17	.67	2.00	1.67	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00	-2.00	-2.00	-1.67	-1.43	-1.75	.33	-1.00
8C2. The airport should grow to address increasing demands from the community	2.00	2.00	1.20	.50	.40	1.67	.33	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-2.00	-2.00	-.20	.33	.00	-.50	.67	1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	2.00	-2.00	.25	.83	.14	.50	-1.00	1.00

	Date
	June 13
8A1. The airport is an important component of the area's economy	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-0.50
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	-0.50
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00
8C2. The airport should grow to address increasing demands from the community	1.50
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	1.00

Comparisons of Column Means^b

	Date							
	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
8A1. The airport is an important component of the area's economy	C	C		C	a	C	C	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area					.			a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space					a			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area					a			a
8C1. The airport should reduce operations and scale back its programs and capabilities					a			a
8C2. The airport should grow to address increasing demands from the community					.			a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground					a			a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots					a			a

Comparisons of Column Means^b

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 11
	(I)	(J)	(K)	(L)	(M)	(N)	(O)
8A1. The airport is an important component of the area's economy	a	C	C	C	C	C	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a						a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a						a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a						a
8C1. The airport should reduce operations and scale back its programs and capabilities	a						a
8C2. The airport should grow to address increasing demands from the community	a						a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a						a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a						a

Comparisons of Column Means^b

	Date
	June 13
	(P)
8A1. The airport is an important component of the area's economy	C
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	
8C1. The airport should reduce operations and scale back its programs and capabilities	
8C2. The airport should grow to address increasing demands from the community	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
8A1. The airport is an important component of the area's economy	1.32	1.00	1.00	.75	1.25
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-.81	2.00	-2.00	-2.00	.25
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.87	1.00	.	1.25	.75
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.08	2.00	.	1.33	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.43	1.00	-2.00	-2.00	-1.25
8C2. The airport should grow to address increasing demands from the community	.67	-2.00	1.00	1.00	.25
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.26	-1.00	-1.00	-.50	.25
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.61	1.00	1.00	.75	.50

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
8A1. The airport is an important component of the area's economy	1.50	2.00	1.38
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.17	-2.00	-.38
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	1.14	-2.00	.86
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	.86	1.00	1.13
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.75	-2.00	-1.00
8C2. The airport should grow to address increasing demands from the community	1.40	1.00	.50
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-.38	-2.00	.12
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.75	1.50	.13

Comparisons of Column Means^b

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	a	a		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a	a		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a	.		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a	.		
8C1. The airport should reduce operations and scale back its programs and capabilities	a	a		
8C2. The airport should grow to address increasing demands from the community	a	a		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a	a		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a	a		

Comparisons of Column Means^b

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
	(E)	(F)	(G)
8A1. The airport is an important component of the area's economy			
8A2. The airport is damaging the small-town character of Truckee and the surrounding area			
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		a	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		a	
8C1. The airport should reduce operations and scale back its programs and capabilities			
8C2. The airport should grow to address increasing demands from the community		a	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		a	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		a	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
8A1. The airport is an important component of the area's economy	1.71	2.00	1.70
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-2.00	-1.46
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	-2.00	.67
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	2.00	1.18
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.67	-1.58
8C2. The airport should grow to address increasing demands from the community	.89	1.67	.86
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.67	.16
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-1.33	.00

Comparisons of Column Means^b

	Rent/Own	
	Rent	Own
	(A)	(B)
8A1. The airport is an important component of the area's economy		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area		
8C1. The airport should reduce operations and scale back its programs and capabilities		
8C2. The airport should grow to address increasing demands from the community		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	1.70	1.63	1.94	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.46	-1.30	-2.00	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.67	.72	.50	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.18	1.19	1.13	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.47	-1.94	-2.00
8C2. The airport should grow to address increasing demands from the community	.86	.85	.87	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.16	.14	.31	-1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	.00	.07	-.31	1.00

Comparisons of Column Means^b

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
8A1. The airport is an important component of the area's economy			a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	B		a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space			a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area			a
8C1. The airport should reduce operations and scale back its programs and capabilities			a
8C2. The airport should grow to address increasing demands from the community			a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground			a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group				
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
8A1. The airport is an important component of the area's economy	1.71	2.00	1.74	2.00	1.75
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-2.00	-1.45	-2.00	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	2.00	.72	-2.00	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	2.00	1.18	2.00	1.50
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-2.00	-1.59	-1.00	-2.00
8C2. The airport should grow to address increasing demands from the community	.89	2.00	.87	-2.00	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	-1.00	.25	-2.00	-.67
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	2.00	-.10	2.00	.33

	Ethnic Group
	DK/NA
8A1. The airport is an important component of the area's economy	1.20
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.20
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	-.40
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.25
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.20
8C2. The airport should grow to address increasing demands from the community	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.40
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.40

Comparisons of Column Means^b

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
8A1. The airport is an important component of the area's economy	a		a		
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a		a		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a		a		
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a		a		
8C1. The airport should reduce operations and scale back its programs and capabilities	a		a		
8C2. The airport should grow to address increasing demands from the community	a		a		
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a		a		
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a		a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport				
	Total	More than once a week	Once a week	Few times a month	Once a month
8A1. The airport is an important component of the area's economy	1.92	2.00	2.00	1.91	1.83
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.82	-1.55	-1.88	-1.87	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.51	.89	.25	.50	-.20
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.28	1.00	1.63	1.22	1.50
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.67	-1.64	-1.88	-1.52	-1.83
8C2. The airport should grow to address increasing demands from the community	1.00	1.27	1.13	.48	1.83
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.42	.64	.75	.14	.33
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.43	-1.00	-.88	-.04	-.33

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	2.00	1.50
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-2.00	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	1.00	1.50
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	2.00	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00	-2.00
8C2. The airport should grow to address increasing demands from the community	2.00	1.50
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	2.00	.50
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-2.00	1.00

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport			
	More than once a week	Once a week	Few times a month	Once a month
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities				
8C2. The airport should grow to address increasing demands from the community				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
	(E)	(F)
8A1. The airport is an important component of the area's economy	a	.
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a	.
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a	.
8C1. The airport should reduce operations and scale back its programs and capabilities	a	.
8C2. The airport should grow to address increasing demands from the community	a	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a	.
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
8A1. The airport is an important component of the area's economy	1.92	1.94	1.80	1.90	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.82	-1.78	-1.80	-1.50	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.51	.48	1.40	.20	.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.28	1.17	1.80	1.70	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.67	-1.56	-1.40	-1.50	-2.00
8C2. The airport should grow to address increasing demands from the community	1.00	.86	1.00	.56	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.42	.31	-.40	.60	.50
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.43	-.49	-.20	-.20	-.50

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
8A1. The airport is an important component of the area's economy	2.00	2.00	1.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-2.00	-2.00	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	1.00	1.67	1.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.00	1.00	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00	-1.75	-2.00
8C2. The airport should grow to address increasing demands from the community	1.00	2.00	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	1.00	1.50	-1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-1.00	-.67	1.00

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities				
8C2. The airport should grow to address increasing demands from the community				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(E)	(F)	(G)
8A1. The airport is an important component of the area's economy	a	.	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a	.	a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a	.	a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a	.	a
8C1. The airport should reduce operations and scale back its programs and capabilities	a	.	a
8C2. The airport should grow to address increasing demands from the community	a	.	a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a	.	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a	.	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some pairs because the pooled variance estimate for the compared categories is zero.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	1.71	1.89	1.67	.00	1.75
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.58	-1.60	.00	-.25
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.26	.86	-2.00	1.75
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.23	1.16	1.50	1.67
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.56	-1.70	.00	-1.25
8C2. The airport should grow to address increasing demands from the community	.89	.76	1.02	-.50	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.59	.07	-2.00	-.25
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-.85	.24	2.00	1.33

Comparisons of Column Means^a

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	C	C		C
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space		C		C
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities				
8C2. The airport should grow to address increasing demands from the community				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots		A	A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Reduce Number of Flights				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	1.71	.00	1.40	1.63	1.79
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	2.00	1.20	-1.63	-1.84
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	-.50	.60	1.13	.58
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	2.00	1.40	.75	1.22
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	2.00	-.80	-1.25	-1.79
8C2. The airport should grow to address increasing demands from the community	.89	-2.00	-.40	.50	1.14
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.00	.80	.00	.18
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	.00	.40	.75	-.23

	Reduce Number of Flights
	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00
8C2. The airport should grow to address increasing demands from the community	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	2.00

Comparisons of Column Means^b

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy			A	A
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	C D	C D		
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities	B C D			
8C2. The airport should grow to address increasing demands from the community				A B
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				

Comparisons of Column Means^b

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
8A1. The airport is an important component of the area's economy	a .
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a .
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a .
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a .
8C1. The airport should reduce operations and scale back its programs and capabilities	a .
8C2. The airport should grow to address increasing demands from the community	a .
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a .
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a .

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Remain the Way it Is				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	1.71	1.64	1.67	1.82	1.64
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.45	-1.48	-1.38	-1.71
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	1.60	.48	.85	-.58
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.09	.96	1.43	1.43
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.64	-1.41	-1.59	-1.71
8C2. The airport should grow to address increasing demands from the community	.89	.80	.54	.85	1.50
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	1.00	.27	.05	-.21
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-1.00	-.07	.10	.00

	Remain the Way it Is Not sure/DK/NA
8A1. The airport is an important component of the area's economy	1.80
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.25
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	1.75
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.50
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00
8C2. The airport should grow to address increasing demands from the community	1.67
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-0.50
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	1.20

Comparisons of Column Means ^a

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	D		D	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities				
8C2. The airport should grow to address increasing demands from the community				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				

Comparisons of Column Means^a

	Remain the Way it Is
	Not sure/DK/NA
	(E)
8A1. The airport is an important component of the area's economy	D
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	
8C1. The airport should reduce operations and scale back its programs and capabilities	
8C2. The airport should grow to address increasing demands from the community	
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Manage the Growth of Operations				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
8A1. The airport is an important component of the area's economy	1.71	1.72	1.68	2.00	1.50
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.72	-1.31	-1.86	-1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	1.07	.59	-.50	.13
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.11	1.19	1.50	1.50
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.69	-1.59	-1.86	-.88
8C2. The airport should grow to address increasing demands from the community	.89	1.00	1.00	.71	.25
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.10	.16	.00	.88
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	.11	-.03	-.17	-.88

	Manage the Growth of Operations
	Not sure/DK/NA
8A1. The airport is an important component of the area's economy	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00
8C2. The airport should grow to address increasing demands from the community	.
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	-1.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	2.00

Comparisons of Column Means^b

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy				
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				
8C1. The airport should reduce operations and scale back its programs and capabilities				
8C2. The airport should grow to address increasing demands from the community				
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				

Comparisons of Column Means^b

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
8A1. The airport is an important component of the area's economy	a .
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a .
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	. .
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a .
8C1. The airport should reduce operations and scale back its programs and capabilities	a .
8C2. The airport should grow to address increasing demands from the community	. .
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a .
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a .

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	First Favorable/Unfavorable				
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
8A1. The airport is an important component of the area's economy	1.71	1.84	1.44	.33	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-1.48	-1.61	-1.13	-.67	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	.63	.84	.13	.33	-2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.22	1.25	1.00	1.67	2.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-1.58	-1.66	-1.44	-.67	-2.00
8C2. The airport should grow to address increasing demands from the community	.89	.96	.63	.67	2.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	.18	.09	.44	-.67	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-.05	-.04	.00	.67	-2.00

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
8A1. The airport is an important component of the area's economy	2.00
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	-2.00
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	2.00
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	1.00
8C1. The airport should reduce operations and scale back its programs and capabilities	-2.00
8C2. The airport should grow to address increasing demands from the community	1.00
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	2.00
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	-2.00

Comparisons of Column Means^b

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
8A1. The airport is an important component of the area's economy	C	C		a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area				a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space				a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area				a
8C1. The airport should reduce operations and scale back its programs and capabilities				a
8C2. The airport should grow to address increasing demands from the community				a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground				a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots				a

Comparisons of Column Means^b

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
8A1. The airport is an important component of the area's economy	a
8A2. The airport is damaging the small-town character of Truckee and the surrounding area	a
8B1. The Airport District limits development by acquiring surrounding land and preserving it as open space	a
8B2. The airport is enabling growth and development in the Truckee-North Lake Tahoe area	a
8C1. The airport should reduce operations and scale back its programs and capabilities	a
8C2. The airport should grow to address increasing demands from the community	a
8D1. There is little the airport can do to minimize noise and low-flying aircraft since the FAA regulates planes once off the ground	a
8D2. There is a lot the airport can do to minimize noise and low-flying aircraft such as policies and restrictions imposed on pilots	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.60
9B. The airport should remain the way it is and not change	-.01	-.01
9C. The airport should manage the growth of operations to be consistent with community needs	.88	.88
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.32

Comparisons of Column Means^a

	Total
	Total
	(A)
9A. The airport should reduce the number of flights into and out of the Airport	.
9B. The airport should remain the way it is and not change	.
9C. The airport should manage the growth of operations to be consistent with community needs	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Respondent's Gender			
	Total	Male	Female	Other
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.64	-.75	-2.00
9B. The airport should remain the way it is and not change	-.01	.06	-.75	-2.00
9C. The airport should manage the growth of operations to be consistent with community needs	.88	.93	.00	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.36	-.75	2.00

Comparisons of Column Means^b

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport			a
9B. The airport should remain the way it is and not change			a
9C. The airport should manage the growth of operations to be consistent with community needs			a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Age						
	Total	18-29	30-39	40-49	50-64	65+	Not coded
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	1.00	-1.75	-1.89	-1.60	-1.57	-2.00
9B. The airport should remain the way it is and not change	-.01	-1.00	-.25	.00	-.06	.19	-2.00
9C. The airport should manage the growth of operations to be consistent with community needs	.88	1.00	2.00	.22	.74	1.11	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	-2.00	.25	.89	.47	.04	1.00

Comparisons of Column Means^b

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	a					a
9B. The airport should remain the way it is and not change	a					a
9C. The airport should manage the growth of operations to be consistent with community needs	a					a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a					a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date							
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.60	-2.00	-1.00	-1.73	-2.00	-2.00	-1.50
9B. The airport should remain the way it is and not change	-.01	.21	-1.00	.75	-.09	-1.00	.50	.00
9C. The airport should manage the growth of operations to be consistent with community needs	.88	.60	.60	.75	.64	1.00	.00	.67
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.72	.20	.00	.00	-1.00	1.50	.50

	Date							
	June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
9A. The airport should reduce the number of flights into and out of the Airport	-2.00	-2.00	-1.80	-1.33	-1.71	-2.00	-2.00	1.00
9B. The airport should remain the way it is and not change	-1.00	-2.00	-.80	-.33	1.00	-1.00	1.33	1.00
9C. The airport should manage the growth of operations to be consistent with community needs	2.00	2.00	1.40	.83	1.50	1.25	1.67	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-1.00	2.00	.40	.17	.29	.50	-.33	1.00

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date
	June 13
9A. The airport should reduce the number of flights into and out of the Airport	-.50
9B. The airport should remain the way it is and not change	-1.50
9C. The airport should manage the growth of operations to be consistent with community needs	1.50
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-1.00

Comparisons of Column Means^b

	Date							
	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
9A. The airport should reduce the number of flights into and out of the Airport					a			a
9B. The airport should remain the way it is and not change					a			a
9C. The airport should manage the growth of operations to be consistent with community needs					a			a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area					a			a

Comparisons of Column Means^b

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 11
	(I)	(J)	(K)	(L)	(M)	(N)	(O)
9A. The airport should reduce the number of flights into and out of the Airport	a						a
9B. The airport should remain the way it is and not change	a						a
9C. The airport should manage the growth of operations to be consistent with community needs	a						a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a						a

Comparisons of Column Means^b

	Date
	June 13
	(P)
9A. The airport should reduce the number of flights into and out of the Airport	
9B. The airport should remain the way it is and not change	
9C. The airport should manage the growth of operations to be consistent with community needs	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
9A. The airport should reduce the number of flights into and out of the Airport	-1.15	1.00	-2.00	-2.00	.25
9B. The airport should remain the way it is and not change	-.04	-1.00	1.00	-.33	.00
9C. The airport should manage the growth of operations to be consistent with community needs	1.15	1.00	1.00	1.75	1.25
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-.46	-2.00	-1.00	.50	-.75

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
9A. The airport should reduce the number of flights into and out of the Airport	-1.71	-2.00	-.88
9B. The airport should remain the way it is and not change	.67	-2.00	-.25
9C. The airport should manage the growth of operations to be consistent with community needs	1.43	1.00	.63
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.00	-1.00	-.88

Comparisons of Column Means^b

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport	a	a		
9B. The airport should remain the way it is and not change	a	a		
9C. The airport should manage the growth of operations to be consistent with community needs	a	a		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a	a		

Comparisons of Column Means^b

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
	(E)	(F)	(G)
9A. The airport should reduce the number of flights into and out of the Airport			
9B. The airport should remain the way it is and not change		a	
9C. The airport should manage the growth of operations to be consistent with community needs			
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Rent/Own		
	Total	Rent	Own
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-2.00	-1.59
9B. The airport should remain the way it is and not change	-.01	-1.67	.06
9C. The airport should manage the growth of operations to be consistent with community needs	.88	.33	.91
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	1.67	.27

Comparisons of Column Means^a

	Rent/Own	
	Rent	Own
	(A)	(B)
9A. The airport should reduce the number of flights into and out of the Airport		
9B. The airport should remain the way it is and not change		A
9C. The airport should manage the growth of operations to be consistent with community needs		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-1.59	-1.50	-1.87	-2.00
9B. The airport should remain the way it is and not change	.06	.07	.07	-1.00
9C. The airport should manage the growth of operations to be consistent with community needs	.91	.93	.81	1.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.27	.10	.87	1.00

Comparisons of Column Means^b

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
9A. The airport should reduce the number of flights into and out of the Airport			a
9B. The airport should remain the way it is and not change			a
9C. The airport should manage the growth of operations to be consistent with community needs			a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group				
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-2.00	-1.60	-2.00	-2.00
9B. The airport should remain the way it is and not change	-.01	-1.00	.09	1.00	-.67
9C. The airport should manage the growth of operations to be consistent with community needs	.88	2.00	.94	-2.00	.75
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	-1.00	.26	2.00	1.00

	Ethnic Group
	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-1.20
9B. The airport should remain the way it is and not change	-1.25
9C. The airport should manage the growth of operations to be consistent with community needs	.60
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.60

Comparisons of Column Means^b

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
9A. The airport should reduce the number of flights into and out of the Airport	a		a		
9B. The airport should remain the way it is and not change	a		a		
9C. The airport should manage the growth of operations to be consistent with community needs	a		a		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a		a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport				
	Total	More than once a week	Once a week	Few times a month	Once a month
9A. The airport should reduce the number of flights into and out of the Airport	-1.84	-1.55	-2.00	-1.87	-2.00
9B. The airport should remain the way it is and not change	.00	-1.00	.71	.26	-.17
9C. The airport should manage the growth of operations to be consistent with community needs	.75	-.18	.75	1.13	.50
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.78	1.00	.63	.64	1.00

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-2.00	-2.00
9B. The airport should remain the way it is and not change	-2.00	1.50
9C. The airport should manage the growth of operations to be consistent with community needs	1.00	2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	1.00	1.00

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport			
	More than once a week	Once a week	Few times a month	Once a month
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				
9B. The airport should remain the way it is and not change				
9C. The airport should manage the growth of operations to be consistent with community needs				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				

Comparisons of Column Means^b

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
	(E)	(F)
9A. The airport should reduce the number of flights into and out of the Airport	a	
9B. The airport should remain the way it is and not change	a	
9C. The airport should manage the growth of operations to be consistent with community needs	a	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
9A. The airport should reduce the number of flights into and out of the Airport	-1.84	-1.81	-1.80	-1.50	-2.00
9B. The airport should remain the way it is and not change	.00	-.17	-.20	.44	1.00
9C. The airport should manage the growth of operations to be consistent with community needs	.75	.58	1.60	.60	-.50
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.78	.69	.00	.80	2.00

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-2.00	-2.00	-2.00
9B. The airport should remain the way it is and not change	-2.00	-.25	1.00
9C. The airport should manage the growth of operations to be consistent with community needs	-2.00	1.50	2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	2.00	1.50	1.00

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				
9B. The airport should remain the way it is and not change				a
9C. The airport should manage the growth of operations to be consistent with community needs				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(E)	(F)	(G)
9A. The airport should reduce the number of flights into and out of the Airport	a		a
9B. The airport should remain the way it is and not change	a		a
9C. The airport should manage the growth of operations to be consistent with community needs	a		a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a		a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some pairs because the pooled variance estimate for the compared categories is zero.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.74	-1.63	.00	-1.00
9B. The airport should remain the way it is and not change	-.01	-.12	.11	-2.00	.50
9C. The airport should manage the growth of operations to be consistent with community needs	.88	.12	1.30	-.50	1.75
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.74	.23	-1.50	-.50

Comparisons of Column Means^a

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/N A
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				
9B. The airport should remain the way it is and not change				
9C. The airport should manage the growth of operations to be consistent with community needs		A		
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Reduce Number of Flights				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	2.00	1.00	-1.00	-2.00
9B. The airport should remain the way it is and not change	-.01	.00	-.20	-.25	.03
9C. The airport should manage the growth of operations to be consistent with community needs	.88	-2.00	1.00	1.63	.85
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	-2.00	-1.00	.43	.53

	Reduce Number of Flights
	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	.
9B. The airport should remain the way it is and not change	.
9C. The airport should manage the growth of operations to be consistent with community needs	2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-2.00

Comparisons of Column Means ^{b,c}

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport
9B. The airport should remain the way it is and not change
9C. The airport should manage the growth of operations to be consistent with community needs	.	A	A	A
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area

Comparisons of Column Means ^{b,c}

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
9A. The airport should reduce the number of flights into and out of the Airport	.
9B. The airport should remain the way it is and not change	.
9C. The airport should manage the growth of operations to be consistent with community needs	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some subtables because of numerical problems.

	Remain the Way it is				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.64	-1.67	-1.36	-1.71
9B. The airport should remain the way it is and not change	-.01	2.00	1.00	-1.00	-2.00
9C. The airport should manage the growth of operations to be consistent with community needs	.88	1.20	.81	1.05	.29
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.00	.62	.14	.79

	Remain the Way it is
	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-2.00
9B. The airport should remain the way it is and not change	.
9C. The airport should manage the growth of operations to be consistent with community needs	1.60
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	-1.00

Comparisons of Column Means^{a,b}

	Remain the Way it is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				
9B. The airport should remain the way it is and not change
9C. The airport should manage the growth of operations to be consistent with community needs				
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				

Comparisons of Column Means^{a,b}

	Remain the Way it is
	Not sure/DK/NA
	(E)
9A. The airport should reduce the number of flights into and out of the Airport	
9B. The airport should remain the way it is and not change	.
9C. The airport should manage the growth of operations to be consistent with community needs	
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

	Manage the Growth of Operations				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.82	-1.47	-2.00	-1.00
9B. The airport should remain the way it is and not change	-.01	.31	-.22	-.29	-.25
9C. The airport should manage the growth of operations to be consistent with community needs	.88	2.00	1.00	-1.00	-2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.31	.00	1.00	1.00

	Manage the Growth of Operations
	Not sure/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-2.00
9B. The airport should remain the way it is and not change	2.00
9C. The airport should manage the growth of operations to be consistent with community needs	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	1.00

Comparisons of Column Means ^{b,c}

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				
9B. The airport should remain the way it is and not change				
9C. The airport should manage the growth of operations to be consistent with community needs
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				

Comparisons of Column Means ^{b,c}

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
9A. The airport should reduce the number of flights into and out of the Airport	. ^a
9B. The airport should remain the way it is and not change	. ^a
9C. The airport should manage the growth of operations to be consistent with community needs	.
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some subtables because of numerical problems.

	First Favorable/Unfavorable				
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
9A. The airport should reduce the number of flights into and out of the Airport	-1.60	-1.72	-1.31	-.67	-2.00
9B. The airport should remain the way it is and not change	-.01	-.02	.40	-2.00	-2.00
9C. The airport should manage the growth of operations to be consistent with community needs	.88	1.00	1.00	.00	-2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	.32	.33	.07	.33	2.00

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
9A. The airport should reduce the number of flights into and out of the Airport	-2.00
9B. The airport should remain the way it is and not change	2.00
9C. The airport should manage the growth of operations to be consistent with community needs	-2.00
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	2.00

Comparisons of Column Means^b

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
9A. The airport should reduce the number of flights into and out of the Airport				a
9B. The airport should remain the way it is and not change	C	C		a
9C. The airport should manage the growth of operations to be consistent with community needs				a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area				a

Comparisons of Column Means^b

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
9A. The airport should reduce the number of flights into and out of the Airport	a
9B. The airport should remain the way it is and not change	a
9C. The airport should manage the growth of operations to be consistent with community needs	a
9D. The airport should have no limitations and operations should be allowed to grow to accommodate all flights into or out of the area	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Total	
	Total	Total
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.48
10B. Provide noise abatement procedures	1.20	1.20
10C. Maintain runways	1.80	1.80
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.62
10E. Provide and maintain hangar facilities	.80	.80
10F. Provide and maintain fueling and other aircraft support services	1.32	1.32
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.65
10H. Keep airport and hangar fees at affordable levels	.20	.20

Comparisons of Column Means^a

	Total
	Total
	(A)
10A. Provide high quality community aviation facilities and services to meet local needs	.
10B. Provide noise abatement procedures	.
10C. Maintain runways	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.
10E. Provide and maintain hangar facilities	.
10F. Provide and maintain fueling and other aircraft support services	.
10G. Provide pilots with information on airport events, operations, and activities	.
10H. Keep airport and hangar fees at affordable levels	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Respondent's Gender			
	Total	Male	Female	Other
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.48	2.00	1.00
10B. Provide noise abatement procedures	1.20	1.17	2.00	2.00
10C. Maintain runways	1.80	1.79	2.00	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.60	2.00	2.00
10E. Provide and maintain hangar facilities	.80	.81	-1.00	2.00
10F. Provide and maintain fueling and other aircraft support services	1.32	1.29	2.00	2.00
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.64	2.00	2.00
10H. Keep airport and hangar fees at affordable levels	.20	.21	-1.00	1.00

Comparisons of Column Means^b

	Respondent's Gender		
	Male	Female	Other
	(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs	.	a	a
10B. Provide noise abatement procedures	.	a	a
10C. Maintain runways	.	a	a
10D. Maintain taxiways, parking ramps, and hangar ramps	.	a	a
10E. Provide and maintain hangar facilities	.	a	a
10F. Provide and maintain fueling and other aircraft support services	.	a	a
10G. Provide pilots with information on airport events, operations, and activities	.	a	a
10H. Keep airport and hangar fees at affordable levels	.	a	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Age						Not coded
	Total	18-29	30-39	40-49	50-64	65+	
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	.	2.00	1.33	1.39	1.80	-1.00
10B. Provide noise abatement procedures	1.20	.	2.00	1.56	1.04	1.33	-2.00
10C. Maintain runways	1.80	.	2.00	1.78	1.70	2.00	1.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	.	1.50	1.44	1.57	1.87	1.00
10E. Provide and maintain hangar facilities	.80	.	2.00	.67	.39	1.47	-1.00
10F. Provide and maintain fueling and other aircraft support services	1.32	.	2.00	1.67	1.09	1.53	-1.00
10G. Provide pilots with information on airport events, operations, and activities	1.65	.	2.00	1.67	1.64	1.67	1.00
10H. Keep airport and hangar fees at affordable levels	.20	.	.00	.56	.13	.27	-2.00

Comparisons of Column Means^b

	Age					
	18-29	30-39	40-49	50-64	65+	Not coded
	(A)	(B)	(C)	(D)	(E)	(F)
10A. Provide high quality community aviation facilities and services to meet local needs	a
10B. Provide noise abatement procedures	a
10C. Maintain runways	a
10D. Maintain taxiways, parking ramps, and hangar ramps	a
10E. Provide and maintain hangar facilities	a
10F. Provide and maintain fueling and other aircraft support services	a
10G. Provide pilots with information on airport events, operations, and activities	a
10H. Keep airport and hangar fees at affordable levels	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date							
	Total	May 27	May 28	May 29	May 30	June 1	June 2	June 3
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.47	1.00	1.50	1.33	.	1.00	1.00
10B. Provide noise abatement procedures	1.20	1.13	.67	.00	1.56	.	1.00	.25
10C. Maintain runways	1.80	1.80	1.67	2.00	1.89	.	2.00	1.75
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.53	1.33	1.50	1.78	.	1.00	1.75
10E. Provide and maintain hangar facilities	.80	.87	.67	.50	.67	.	2.00	1.25
10F. Provide and maintain fueling and other aircraft support services	1.32	1.00	1.00	1.50	1.22	.	1.00	1.50
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.60	1.67	1.50	1.67	.	1.00	1.25
10H. Keep airport and hangar fees at affordable levels	.20	-.31	.00	1.00	.22	.	1.00	.33

	Date							
	June 4	June 5	June 6	June 7	June 8	June 9	June 10	June 11
10A. Provide high quality community aviation facilities and services to meet local needs	.	2.00	1.60	2.00	2.00	1.50	2.00	.
10B. Provide noise abatement procedures	.	2.00	1.80	1.50	2.00	1.00	1.00	.
10C. Maintain runways	.	2.00	1.80	2.00	2.00	2.00	1.00	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.	2.00	1.20	2.00	2.00	1.50	2.00	.
10E. Provide and maintain hangar facilities	.	2.00	1.40	2.00	.50	-.50	-.33	.
10F. Provide and maintain fueling and other aircraft support services	.	2.00	1.60	1.50	2.00	1.50	2.00	.
10G. Provide pilots with information on airport events, operations, and activities	.	2.00	2.00	2.00	1.50	2.00	1.67	.
10H. Keep airport and hangar fees at affordable levels	.	2.00	.40	2.00	.50	-1.00	.33	.

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Date
	June 13
10A. Provide high quality community aviation facilities and services to meet local needs	2.00
10B. Provide noise abatement procedures	2.00
10C. Maintain runways	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	2.00
10E. Provide and maintain hangar facilities	-1.00
10F. Provide and maintain fueling and other aircraft support services	1.00
10G. Provide pilots with information on airport events, operations, and activities	2.00
10H. Keep airport and hangar fees at affordable levels	1.00

Comparisons of Column Means ^b

	Date							
	May 27	May 28	May 29	May 30	June 1	June 2	June 3	June 4
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
10A. Provide high quality community aviation facilities and services to meet local needs					.	a	.	.
10B. Provide noise abatement procedures					.	a	.	.
10C. Maintain runways					.	a	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps					.	a	.	.
10E. Provide and maintain hangar facilities					.	a	.	.
10F. Provide and maintain fueling and other aircraft support services					.	a	.	.
10G. Provide pilots with information on airport events, operations, and activities					.	a	.	.
10H. Keep airport and hangar fees at affordable levels					.	a	.	.

Comparisons of Column Means ^b

	Date						
	June 5	June 6	June 7	June 8	June 9	June 10	June 11
	(I)	(J)	(K)	(L)	(M)	(N)	(O)
10A. Provide high quality community aviation facilities and services to meet local needs	a	.	.	.	.	.	.
10B. Provide noise abatement procedures	a	.	.	.	.	.	.
10C. Maintain runways	a	.	.	.	.	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps	a	.	.	.	.	.	.
10E. Provide and maintain hangar facilities	a	.	.	.	.	.	.
10F. Provide and maintain fueling and other aircraft support services	a	.	.	.	.	.	.
10G. Provide pilots with information on airport events, operations, and activities	a	.	.	.	a	.	.
10H. Keep airport and hangar fees at affordable levels	a	.	.	.	.	.	.

Comparisons of Column Means ^b

	Date
	June 13
	(P)
10A. Provide high quality community aviation facilities and services to meet local needs	a
10B. Provide noise abatement procedures	a
10C. Maintain runways	a
10D. Maintain taxiways, parking ramps, and hangar ramps	a
10E. Provide and maintain hangar facilities	a
10F. Provide and maintain fueling and other aircraft support services	a
10G. Provide pilots with information on airport events, operations, and activities	a
10H. Keep airport and hangar fees at affordable levels	a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Length of Residence				
	Total	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
10A. Provide high quality community aviation facilities and services to meet local needs
10B. Provide noise abatement procedures
10C. Maintain runways
10D. Maintain taxiways, parking ramps, and hangar ramps
10E. Provide and maintain hangar facilities
10F. Provide and maintain fueling and other aircraft support services
10G. Provide pilots with information on airport events, operations, and activities
10H. Keep airport and hangar fees at affordable levels

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
10A. Provide high quality community aviation facilities and services to meet local needs	.	.	.
10B. Provide noise abatement procedures	.	.	.
10C. Maintain runways	.	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.	.	.
10E. Provide and maintain hangar facilities	.	.	.
10F. Provide and maintain fueling and other aircraft support services	.	.	.
10G. Provide pilots with information on airport events, operations, and activities	.	.	.
10H. Keep airport and hangar fees at affordable levels	.	.	.

Comparisons of Column Means ^{a,b}

	Length of Residence			
	Less than 1 year	1 to 3 years	4 to 9 years	10 to 15 years
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs
10B. Provide noise abatement procedures
10C. Maintain runways
10D. Maintain taxiways, parking ramps, and hangar ramps
10E. Provide and maintain hangar facilities
10F. Provide and maintain fueling and other aircraft support services
10G. Provide pilots with information on airport events, operations, and activities
10H. Keep airport and hangar fees at affordable levels

Comparisons of Column Means ^{a,b}

	Length of Residence		
	16 to 20 years	21 to 25 years	More than 25 years
	(E)	(F)	(G)
10A. Provide high quality community aviation facilities and services to meet local needs	.	.	.
10B. Provide noise abatement procedures	.	.	.
10C. Maintain runways	.	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.	.	.
10E. Provide and maintain hangar facilities	.	.	.
10F. Provide and maintain fueling and other aircraft support services	.	.	.
10G. Provide pilots with information on airport events, operations, and activities	.	.	.
10H. Keep airport and hangar fees at affordable levels	.	.	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Pairwise comparisons are not performed for some subtables because of numerical problems.

	Rent/Own ^a		
	Total	Rent	Own
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.67	1.47
10B. Provide noise abatement procedures	1.20	1.67	1.17
10C. Maintain runways	1.80	2.00	1.79
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.67	1.62
10E. Provide and maintain hangar facilities	.80	-.67	.89
10F. Provide and maintain fueling and other aircraft support services	1.32	1.67	1.30
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.50	1.66
10H. Keep airport and hangar fees at affordable levels	.20	-.33	.23

Comparisons of Column Means^a

	Rent/Own	
	Rent	Own
	(A)	(B)
10A. Provide high quality community aviation facilities and services to meet local needs		
10B. Provide noise abatement procedures		
10C. Maintain runways		
10D. Maintain taxiways, parking ramps, and hangar ramps		
10E. Provide and maintain hangar facilities		
10F. Provide and maintain fueling and other aircraft support services		
10G. Provide pilots with information on airport events, operations, and activities		
10H. Keep airport and hangar fees at affordable levels		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Prime/Secondary Residence			
	Total	Primary home	Second home	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	1.47	1.57	1.31	1.00
10B. Provide noise abatement procedures	1.17	1.07	1.38	1.00
10C. Maintain runways	1.79	1.73	1.87	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.63	1.63	1.00
10E. Provide and maintain hangar facilities	.89	.83	1.00	1.00
10F. Provide and maintain fueling and other aircraft support services	1.30	1.47	1.00	1.00
10G. Provide pilots with information on airport events, operations, and activities	1.66	1.67	1.63	2.00
10H. Keep airport and hangar fees at affordable levels	.23	.47	-.12	-1.00

Comparisons of Column Means^b

	Prime/Secondary Residence		
	Primary home	Second home	Not sure/DK/NA
	(A)	(B)	(C)
10A. Provide high quality community aviation facilities and services to meet local needs			a
10B. Provide noise abatement procedures			a
10C. Maintain runways			a
10D. Maintain taxiways, parking ramps, and hangar ramps			a
10E. Provide and maintain hangar facilities			a
10F. Provide and maintain fueling and other aircraft support services			a
10G. Provide pilots with information on airport events, operations, and activities			a
10H. Keep airport and hangar fees at affordable levels			a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Ethnic Group				
	Total	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	2.00	1.53	2.00	1.50
10B. Provide noise abatement procedures	1.20	2.00	1.19	2.00	2.00
10C. Maintain runways	1.80	2.00	1.79	2.00	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	2.00	1.60	2.00	2.00
10E. Provide and maintain hangar facilities	.80	2.00	.72	2.00	1.50
10F. Provide and maintain fueling and other aircraft support services	1.32	2.00	1.33	2.00	1.50
10G. Provide pilots with information on airport events, operations, and activities	1.65	2.00	1.67	1.00	2.00
10H. Keep airport and hangar fees at affordable levels	.20	1.00	.28	-1.00	.00

	Ethnic Group
	DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	.33
10B. Provide noise abatement procedures	.33
10C. Maintain runways	1.67
10D. Maintain taxiways, parking ramps, and hangar ramps	1.33
10E. Provide and maintain hangar facilities	.67
10F. Provide and maintain fueling and other aircraft support services	.67
10G. Provide pilots with information on airport events, operations, and activities	1.33
10H. Keep airport and hangar fees at affordable levels	-.67

Comparisons of Column Means^b

	Ethnic Group				
	African-American/Black	Caucasian/White	Native Hawaiian/other Pacific Islander	Two or more races	DK/NA
	(A)	(B)	(C)	(D)	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	a		a		
10B. Provide noise abatement procedures	a		a		
10C. Maintain runways	a		a		
10D. Maintain taxiways, parking ramps, and hangar ramps	a		a		
10E. Provide and maintain hangar facilities	a		a		
10F. Provide and maintain fueling and other aircraft support services	a		a		
10G. Provide pilots with information on airport events, operations, and activities	a		a		
10H. Keep airport and hangar fees at affordable levels	a		a		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	How Often Operate Flights Out of Truckee Tahoe Airport				
	Total	More than once a week	Once a week	Few times a month	Once a month
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.27	1.25	1.78	1.33
10B. Provide noise abatement procedures	1.20	1.45	.75	1.26	1.50
10C. Maintain runways	1.80	1.82	2.00	1.74	1.83
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.36	1.50	1.78	1.67
10E. Provide and maintain hangar facilities	.80	.91	.50	.96	.50
10F. Provide and maintain fueling and other aircraft support services	1.32	1.64	1.38	1.52	.17
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.82	1.38	1.74	1.40
10H. Keep airport and hangar fees at affordable levels	.20	.45	-.25	.23	.17

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	-1.00	2.00
10B. Provide noise abatement procedures	-2.00	2.00
10C. Maintain runways	1.00	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.00	2.00
10E. Provide and maintain hangar facilities	-1.00	2.00
10F. Provide and maintain fueling and other aircraft support services	-1.00	2.00
10G. Provide pilots with information on airport events, operations, and activities	1.00	2.00
10H. Keep airport and hangar fees at affordable levels	-2.00	1.50

Comparisons of Column Means ^b

	How Often Operate Flights Out of Truckee Tahoe Airport			
	More than once a week	Once a week	Few times a month	Once a month
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs				
10B. Provide noise abatement procedures				
10C. Maintain runways				
10D. Maintain taxiways, parking ramps, and hangar ramps				
10E. Provide and maintain hangar facilities				
10F. Provide and maintain fueling and other aircraft support services	D		D	
10G. Provide pilots with information on airport events, operations, and activities				
10H. Keep airport and hangar fees at affordable levels				

Comparisons of Column Means ^b

	How Often Operate Flights Out of Truckee Tahoe Airport	
	Few times a year or less	Not sure/DK/NA
	(E)	(F)
10A. Provide high quality community aviation facilities and services to meet local needs	a	a
10B. Provide noise abatement procedures	a	a
10C. Maintain runways	a	a
10D. Maintain taxiways, parking ramps, and hangar ramps	a	a
10E. Provide and maintain hangar facilities	a	a
10F. Provide and maintain fueling and other aircraft support services	a	a
10G. Provide pilots with information on airport events, operations, and activities	a	a
10H. Keep airport and hangar fees at affordable levels	a	a

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Types of Aircraft Piloted				
	Total	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.50	2.00	1.40	.50
10B. Provide noise abatement procedures	1.20	1.14	1.60	1.00	1.50
10C. Maintain runways	1.80	1.81	2.00	1.70	1.50
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.75	1.80	1.00	1.50
10E. Provide and maintain hangar facilities	.80	.94	2.00	.50	.00
10F. Provide and maintain fueling and other aircraft support services	1.32	1.56	2.00	.80	-1.50
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.67	1.80	1.40	1.50
10H. Keep airport and hangar fees at affordable levels	.20	.20	-.75	.00	-1.50

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	2.00	2.00	2.00
10B. Provide noise abatement procedures	2.00	1.33	2.00
10C. Maintain runways	2.00	1.67	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.00	1.67	2.00
10E. Provide and maintain hangar facilities	1.00	-.33	2.00
10F. Provide and maintain fueling and other aircraft support services	2.00	1.67	2.00
10G. Provide pilots with information on airport events, operations, and activities	2.00	2.00	2.00
10H. Keep airport and hangar fees at affordable levels	1.00	.50	2.00

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted			
	Single engine piston	Twin piston	Turbo prop	Small Jet of 12,500 to 25,000 pounds
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs				
10B. Provide noise abatement procedures				
10C. Maintain runways				
10D. Maintain taxiways, parking ramps, and hangar ramps	C			
10E. Provide and maintain hangar facilities				
10F. Provide and maintain fueling and other aircraft support services	D	D		
10G. Provide pilots with information on airport events, operations, and activities				
10H. Keep airport and hangar fees at affordable levels				

Comparisons of Column Means^{b,c}

	Types of Aircraft Piloted		
	Medium Jet of 25,000 to 40,000 pounds	Other	DK/NA
	(E)	(F)	(G)
10A. Provide high quality community aviation facilities and services to meet local needs	a .		a .
10B. Provide noise abatement procedures	a .		a .
10C. Maintain runways	a .		a .
10D. Maintain taxiways, parking ramps, and hangar ramps	a .		a .
10E. Provide and maintain hangar facilities	a .		a .
10F. Provide and maintain fueling and other aircraft support services	a .		a .
10G. Provide pilots with information on airport events, operations, and activities	a .		a .
10H. Keep airport and hangar fees at affordable levels	a .		a .

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Pairwise comparisons are not performed for some pairs because the pooled variance estimate for the compared categories is zero.

	Amount Airport is Doing About Noise/Low Flying Aircraft				
	Total	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.26	1.67	.	.
10B. Provide noise abatement procedures	1.20	.78	1.56	.	.
10C. Maintain runways	1.80	1.65	1.93	.	.
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.48	1.74	.	.
10E. Provide and maintain hangar facilities	.80	.48	1.07	.	.
10F. Provide and maintain fueling and other aircraft support services	1.32	1.17	1.44	.	.
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.41	1.85	.	.
10H. Keep airport and hangar fees at affordable levels	.20	-.35	.65	.	1.00

Comparisons of Column Means^b

	Amount Airport is Doing About Noise/Low Flying Aircraft			
	Too much	Right amount	Not enough	Not sure/No opinion/DK/NA
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs			.	.
10B. Provide noise abatement procedures		A	.	.
10C. Maintain runways			.	.
10D. Maintain taxiways, parking ramps, and hangar ramps			.	.
10E. Provide and maintain hangar facilities			.	.
10F. Provide and maintain fueling and other aircraft support services			.	.
10G. Provide pilots with information on airport events, operations, and activities		A	.	.
10H. Keep airport and hangar fees at affordable levels		A	.	. ^a

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Reduce Number of Flights				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.00	.	1.75	1.47
10B. Provide noise abatement procedures	1.20	-2.00	.	1.75	1.22
10C. Maintain runways	1.80	1.00	.	1.75	1.82
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.00	.	1.25	1.67
10E. Provide and maintain hangar facilities	.80	1.00	.	.50	.82
10F. Provide and maintain fueling and other aircraft support services	1.32	1.00	.	1.75	1.29
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.00	.	1.75	1.66
10H. Keep airport and hangar fees at affordable levels	.20	-2.00	.	.67	.22

	Reduce Number of Flights
	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	.
10B. Provide noise abatement procedures	.
10C. Maintain runways	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.
10E. Provide and maintain hangar facilities	.
10F. Provide and maintain fueling and other aircraft support services	.
10G. Provide pilots with information on airport events, operations, and activities	.
10H. Keep airport and hangar fees at affordable levels	.

Comparisons of Column Means^b

	Reduce Number of Flights			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	a	.		
10B. Provide noise abatement procedures	a	.		
10C. Maintain runways	a	.		
10D. Maintain taxiways, parking ramps, and hangar ramps	a	.		
10E. Provide and maintain hangar facilities	a	.		
10F. Provide and maintain fueling and other aircraft support services	a	.		
10G. Provide pilots with information on airport events, operations, and activities	a	.		
10H. Keep airport and hangar fees at affordable levels	a	.		

Comparisons of Column Means^b

	Reduce Number of Flights
	Not sure/DK/NA
	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	.
10B. Provide noise abatement procedures	.
10C. Maintain runways	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.
10E. Provide and maintain hangar facilities	.
10F. Provide and maintain fueling and other aircraft support services	.
10G. Provide pilots with information on airport events, operations, and activities	.
10H. Keep airport and hangar fees at affordable levels	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Remain the Way it Is				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.50	1.45	1.75	1.27
10B. Provide noise abatement procedures	1.20	.17	1.15	1.42	1.55
10C. Maintain runways	1.80	1.83	1.70	1.83	1.91
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.67	1.75	1.58	1.64
10E. Provide and maintain hangar facilities	.80	1.17	.85	1.08	.36
10F. Provide and maintain fueling and other aircraft support services	1.32	1.50	1.00	1.58	1.55
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.50	1.60	1.73	1.82
10H. Keep airport and hangar fees at affordable levels	.20	.00	-.10	.91	.36

	Remain the Way it Is
	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	1.00
10B. Provide noise abatement procedures	2.00
10C. Maintain runways	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	-1.00
10E. Provide and maintain hangar facilities	-1.00
10F. Provide and maintain fueling and other aircraft support services	1.00
10G. Provide pilots with information on airport events, operations, and activities	1.00
10H. Keep airport and hangar fees at affordable levels	-2.00

Comparisons of Column Means^b

	Remain the Way it Is			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs				
10B. Provide noise abatement procedures				
10C. Maintain runways				
10D. Maintain taxiways, parking ramps, and hangar ramps				
10E. Provide and maintain hangar facilities				
10F. Provide and maintain fueling and other aircraft support services				
10G. Provide pilots with information on airport events, operations, and activities				
10H. Keep airport and hangar fees at affordable levels				

Comparisons of Column Means^b

	Remain the Way it Is
	Not sure/DK/NA
	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	.a
10B. Provide noise abatement procedures	.a
10C. Maintain runways	.a
10D. Maintain taxiways, parking ramps, and hangar ramps	.a
10E. Provide and maintain hangar facilities	.a
10F. Provide and maintain fueling and other aircraft support services	.a
10G. Provide pilots with information on airport events, operations, and activities	.a
10H. Keep airport and hangar fees at affordable levels	.a

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	Manage the Growth of Operations				
	Total	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.84	1.56	.50	1.14
10B. Provide noise abatement procedures	1.20	1.47	1.33	.17	1.00
10C. Maintain runways	1.80	1.74	1.89	1.83	1.71
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.58	1.72	1.83	1.29
10E. Provide and maintain hangar facilities	.80	.79	1.06	.83	.14
10F. Provide and maintain fueling and other aircraft support services	1.32	1.74	1.17	.83	1.00
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.79	1.71	1.50	1.29
10H. Keep airport and hangar fees at affordable levels	.20	.42	.39	.17	-.86

Godbe Research /// TTAD Survey - Pilots /// Mean Score Crosstabs 06-30-17

	Manage the Growth of Operations
	Not sure/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	.
10B. Provide noise abatement procedures	.
10C. Maintain runways	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.
10E. Provide and maintain hangar facilities	.
10F. Provide and maintain fueling and other aircraft support services	.
10G. Provide pilots with information on airport events, operations, and activities	.
10H. Keep airport and hangar fees at affordable levels	.

Comparisons of Column Means^a

	Manage the Growth of Operations			
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs	C	C		
10B. Provide noise abatement procedures				
10C. Maintain runways				
10D. Maintain taxiways, parking ramps, and hangar ramps				
10E. Provide and maintain hangar facilities				
10F. Provide and maintain fueling and other aircraft support services				
10G. Provide pilots with information on airport events, operations, and activities				
10H. Keep airport and hangar fees at affordable levels				

Comparisons of Column Means^a

	Manage the Growth of Operations
	Not sure/DK/NA
	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	.
10B. Provide noise abatement procedures	.
10C. Maintain runways	.
10D. Maintain taxiways, parking ramps, and hangar ramps	.
10E. Provide and maintain hangar facilities	.
10F. Provide and maintain fueling and other aircraft support services	.
10G. Provide pilots with information on airport events, operations, and activities	.
10H. Keep airport and hangar fees at affordable levels	.

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

	First Favorable/Unfavorable				
	Total	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
10A. Provide high quality community aviation facilities and services to meet local needs	1.48	1.66	1.11	-1.00	1.00
10B. Provide noise abatement procedures	1.20	1.37	.78	-2.00	2.00
10C. Maintain runways	1.80	1.79	1.89	1.00	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.62	1.71	1.44	1.00	1.00
10E. Provide and maintain hangar facilities	.80	.79	1.22	-1.00	-2.00
10F. Provide and maintain fueling and other aircraft support services	1.32	1.58	.56	-1.00	1.00
10G. Provide pilots with information on airport events, operations, and activities	1.65	1.76	1.44	1.00	1.00
10H. Keep airport and hangar fees at affordable levels	.20	.46	-.62	-2.00	-2.00

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
10A. Provide high quality community aviation facilities and services to meet local needs	1.00
10B. Provide noise abatement procedures	1.00
10C. Maintain runways	2.00
10D. Maintain taxiways, parking ramps, and hangar ramps	1.00
10E. Provide and maintain hangar facilities	2.00
10F. Provide and maintain fueling and other aircraft support services	1.00
10G. Provide pilots with information on airport events, operations, and activities	1.00
10H. Keep airport and hangar fees at affordable levels	1.00

Comparisons of Column Means^b

	First Favorable/Unfavorable			
	Strongly favorable	Somewhat favorable	Somewhat unfavorable	Strongly unfavorable
	(A)	(B)	(C)	(D)
10A. Provide high quality community aviation facilities and services to meet local needs			a .	a .
10B. Provide noise abatement procedures			a .	a .
10C. Maintain runways			a .	a .
10D. Maintain taxiways, parking ramps, and hangar ramps			a .	a .
10E. Provide and maintain hangar facilities			a .	a .
10F. Provide and maintain fueling and other aircraft support services	B		a .	a .
10G. Provide pilots with information on airport events, operations, and activities			a .	a .
10H. Keep airport and hangar fees at affordable levels			a .	a .

Comparisons of Column Means^b

	First Favorable/Unfavorable
	Not sure/No opinion/DK/NA
	(E)
10A. Provide high quality community aviation facilities and services to meet local needs	a .
10B. Provide noise abatement procedures	a .
10C. Maintain runways	a .
10D. Maintain taxiways, parking ramps, and hangar ramps	a .
10E. Provide and maintain hangar facilities	a .
10F. Provide and maintain fueling and other aircraft support services	a .
10G. Provide pilots with information on airport events, operations, and activities	a .
10H. Keep airport and hangar fees at affordable levels	a .

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.



GODBE RESEARCH
Gain Insight



www.godberesearch.com

California and Corporate Offices
1575 Old Bayshore Highway, Suite 102
Burlingame, CA 94010

Nevada Office

59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Pacific Northwest Office

601 108th Avenue NE, Suite 1900
Bellevue, WA 98004