

COMPARISON OF TUCSON FORWARD AND SADA SURVEYS

* TFI: The survey was mailed to a computer-generated random selection² of 4,000 residents from the 29,093 single-family residential dwellings in the targeted Tucson zip codes. Of those, 571 responses were received (1.96% of the targeted population).

* SADA: The survey sample size was 617, and the target population is all of Southern Arizona, which the census bureau states is a population of approximately 1.8 million. So the SADA responses were only (0.03%) of their targeted population.

* TFI: The survey specifically included the Tucson neighborhoods currently most affected, and those likely to become affected if AF plans for flight expansion are implemented.

* SADA: In the list of participating zip codes published by SADA, none are within the City Limits of Tucson. The results of the SADA survey are highly skewed by the inclusion of all of Southern Arizona, with no evidence of a valid poll of the residents most affected by overflights (i.e., those living within the City of Tucson).

* TFI: All participating zip codes are listed, and are zip codes for the City of Tucson.

* SADA: There are no zip codes or major cross streets given for the subset of 103 participants, who, without producing any substantiation, SADA asserts live near Davis-Monthan or Tucson International Airport.

* TFI: There was uniformity of method and time frame for the survey across all participants.

* SADA: There were different methods and time frames for subsets of participants.

* TFI: A standard, valid method of mail-out survey was utilized to minimize exclusion of lower economic households, which may not have access to a computer and also to ensure an acceptable geographic distribution of respondents.

SADA: The type of survey SADA describes as an intercept survey (which was administered to the subset of 103 participants at a later date) carries no validity as representative of the area supposedly targeted.

TFI: The questions allow participants to voice concerns about overflights separate from support for the airbases themselves.

SADA: Survey questions were very broad and encompassing. In order to object to overflights, participants had to object to all military bases in Southern Arizona.

TFI: Survey questions allowed residents to voice their feelings about the current level of overflights separate from feelings about AF plans to increase overflights. Because we wanted to survey the opinions of Tucson residents when they have accurate information on which to base their opinions, as opposed to misinformation or lack of information, we included background information about the AF plans for increased overflights, the aircraft they plan to bring here, and the economic contribution of D-M compared to that of tourism.

This was done to give respondents a valid basis for informed opinions.

SADA: The survey did not address, or disclose the Air Force's planned increase in overflights and did not address bringing the F-35 to Tucson. They also did not explain that the F-35 is noisier than current jets regularly flying over Tucson. Instead the survey asked only how participants felt about having the F-35 in Southern Arizona (which is a very large area comprised mostly of open desert, including the completely unpopulated Goldwater Air Force Range).

So answers to this question are not at all indicative of how Tucson residents would feel about having a fleet of F-35s regularly flying over the homes, yards, parks schools, clinics, churches, restaurants, hotels, etc. of central Tucson.

2. The random selection of 4,000 residents from the 29,093 single-family residential dwellings in the area targeted, was done online via *Research Randomizer*: <http://www.randomizer.org/form.htm>

Website for Tucson Forward, Inc. is: tucsonforward.com