

MEMORANDUM

TO: ASE Vision Project Leadership Team, Airport Advisory Group Members

FROM: ASE Vision Communications Team

RE: ASE Vision Midpoint Evaluation Survey Results

DATE: May 31, 2019

Introduction

The ASE Vision Midpoint evaluation survey collected 92 responses over the course of 13 days. The survey was distributed amongst all airport advisory group members and the project leadership team via email. Charts included in this analysis summarize the data as a single set. Attached in the exhibits are the responses including individual comments collated among each advisory group.

Emerging themes for comments

- Desire to increase breakout group time, more community facilitated discussions
- Concerns for bias
- Directives to improve organization of group breakouts and meeting time management
- Indication that information has been valuable and a solid foundation to work from
- Desire to narrow in on the objectives and add more clarification
- Request for changes to the materials, availability: a number of comments indicated a desire to see materials available on the website faster or in advance of the meetings

Demographics

Q: What Airport Advisory Group do you serve on?

Answered: 90 Skipped: 2

Respondents (Percentage of Responses):

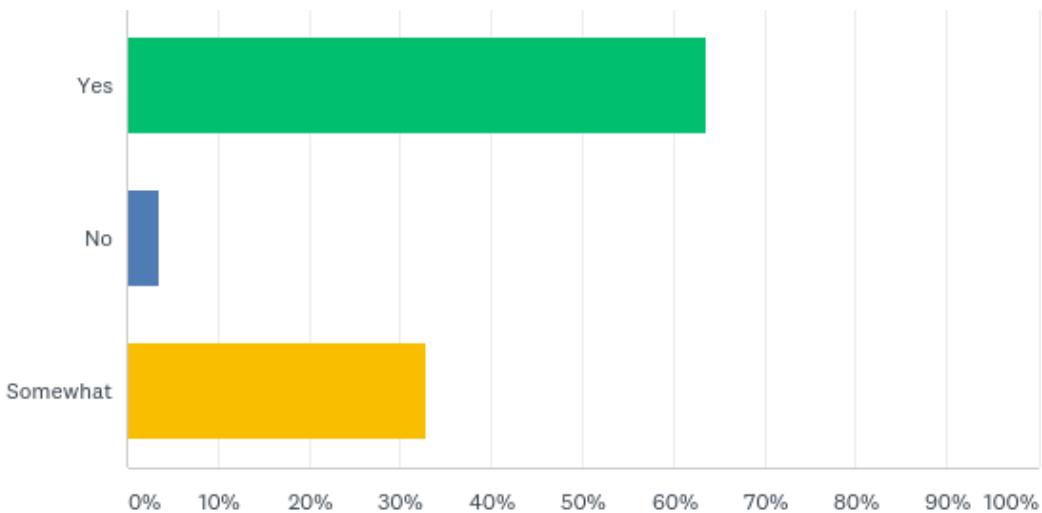
- 25 (27.8%) Airport Vision Committee
 - There are 25 members on the AVC – 100% reporting
- 16 (17.8%) Community Character Working Group
 - There are 16 members on the CCWG – 100% reporting
- 8 (8.9%) Airport Experience Working Group
 - There are 15 members on the AEWG – 53% reporting
- 15 (16.7%) Technical Working Group
 - There are 20 members on the TWG – 75% reporting
- 26 (28.9%) Focus Group
 - There are 15 members on the Focus Group – 51% reporting

Analysis Summaries

Generally, responses indicate that the information presented to date has been valuable (54/63.5% responded "Yes" and 28/32.9% responded "Somewhat"). This sentiment was echoed in the written comments as well.

Q: Has the information presented thus far been valuable?

Answered: 85 Skipped: 7



ANSWER CHOICES	RESPONSES
Yes	63.53%
No	3.53%
Somewhat	32.94%
TOTAL	85

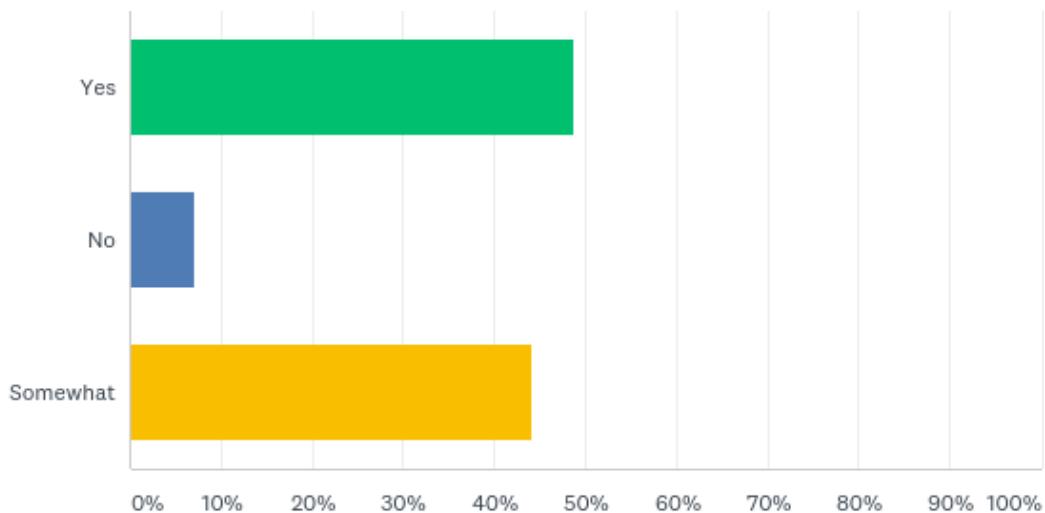


INFORM. INVOLVE.
COLLABORATE.

The majority of respondents indicated that the meeting formats has been engaging (41/48.8%) or somewhat engaging (37/44%). There were several emerging themes regarding the meeting formats including a desire to increase breakout group time, time management and the desire to narrow in on objectives.

Q: Have the meeting formats thus far been engaging?

Answered: 84 Skipped: 8



ANSWER CHOICES	RESPONSES
Yes	48.81%
No	7.14%
Somewhat	44.05%
TOTAL	84

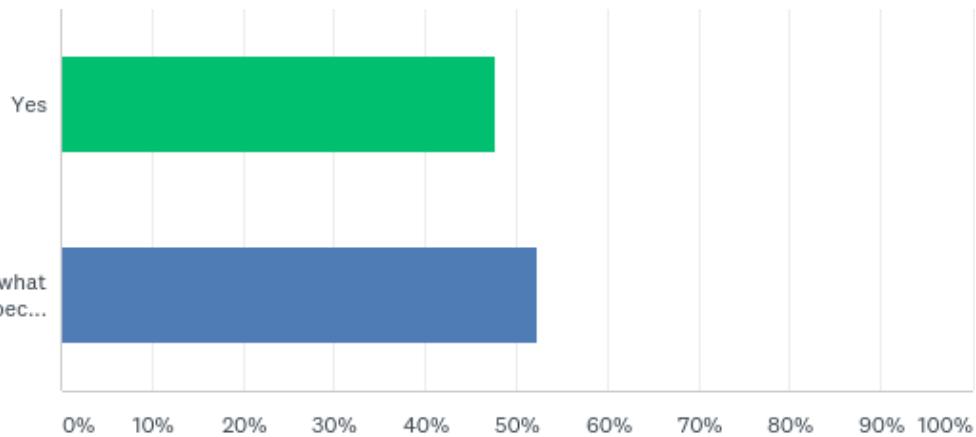


INFORM. INVOLVE.
COLLABORATE.

Sentiments regarding process expectations varied with 41/47.7% indicating that the process was meeting expectations and 45/52.3% indicated that the process was not meeting expectations or was only somewhat meeting expectations. Of the comments indicating no/somewhat, feedback included a desire for clarification on the direction of the process and a desire to dive deeper into the process objectives.

Q: Is the Airport Advisory Group process meeting your expectations?

Answered: 86 Skipped: 6

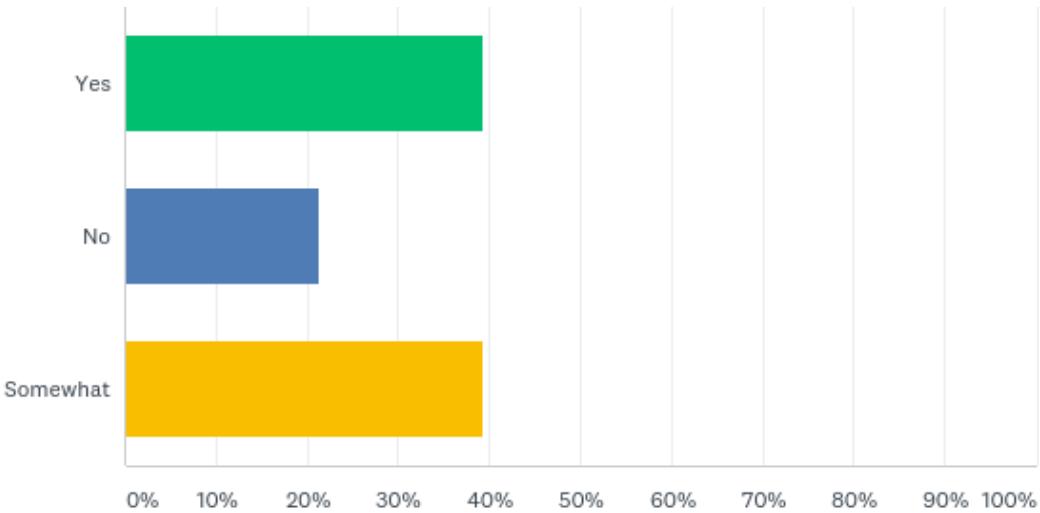


ANSWER CHOICES	RESPONSES	
Yes	47.67%	41
No/somewhat (Please specify why. What's missing?)	52.33%	45
TOTAL		86

Responses were fairly evenly split regarding the confidence in achieving an airport vision by the end of the year, given the pace of the process.

Q: Do you feel confident in achieving an airport vision by the end of the year, given the pace of the process?

Answered: 84 Skipped: 8



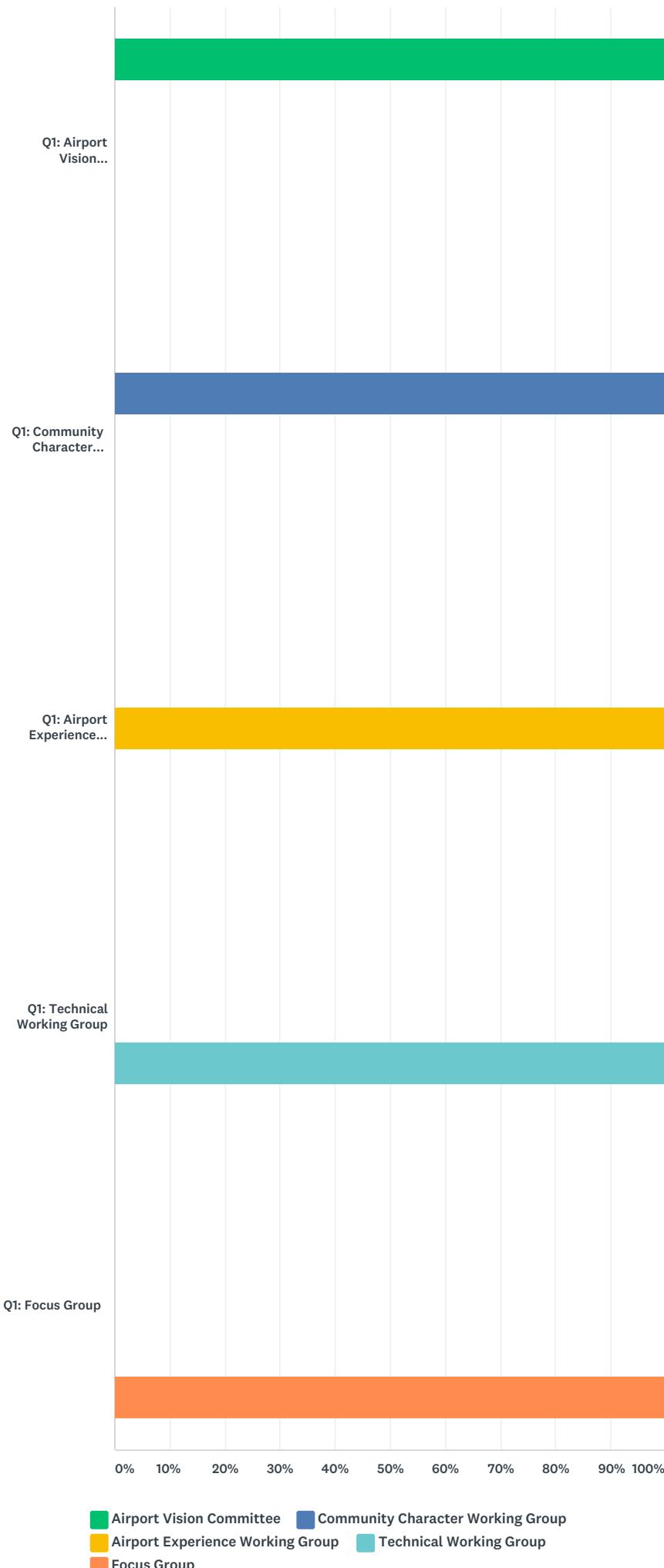
ANSWER CHOICES	RESPONSES
Yes	39.29%
No	21.43%
Somewhat	39.29%
TOTAL	84

Exhibits

Attached are the responses collated among each advisory group including individual responses.

Q1 What Airport Advisory Group do you serve on?

Answered: 90 Skipped: 0



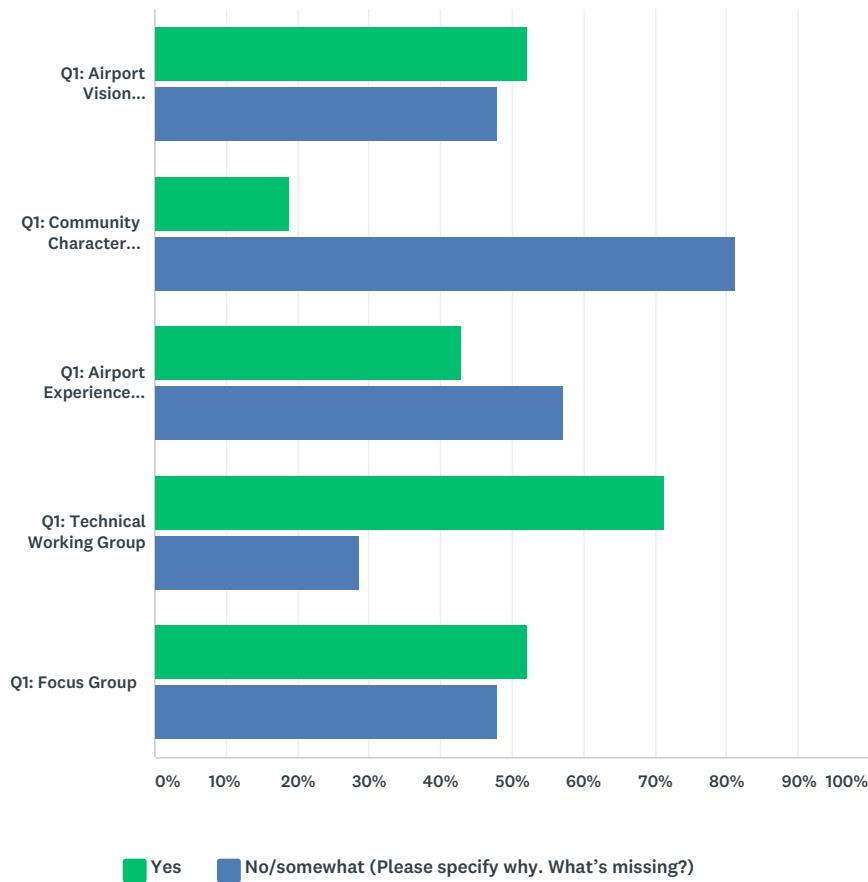
█ Airport Vision Committee █ Community Character Working Group
█ Airport Experience Working Group █ Technical Working Group
█ Focus Group

	AIRPORT VISION COMMITTEE	COMMUNITY CHARACTER WORKING GROUP	AIRPORT EXPERIENCE WORKING GROUP	TECHNICAL WORKING GROUP	FOCUS GROUP	TOTAL
Q1: Airport Vision Committee	100.00% 25	0.00% 0	0.00% 0	0.00% 0	0.00% 0	27.78% 25
Q1: Community Character Working Group	0.00% 0	100.00% 16	0.00% 0	0.00% 0	0.00% 0	17.78% 16
Q1: Airport Experience Working Group	0.00% 0	0.00% 0	100.00% 8	0.00% 0	0.00% 0	8.89% 8

Q1: Technical Working Group	0.00% 0	0.00% 0	0.00% 0	100.00% 15	0.00% 0	16.67% 15
Q1: Focus Group	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 26	28.89% 26
Total Respondents	25	16	8	15	26	90

Q2 Is the Airport Advisory Group process meeting your expectations?

Answered: 85 Skipped: 5



■ Yes ■ No/somewhat (Please specify why. What's missing?)

	YES	NO/SOMEWHAT (PLEASE SPECIFY WHY. WHAT'S MISSING?)	TOTAL
Q1: Airport Vision Committee	52.17% 12	47.83% 11	27.06% 23
Q1: Community Character Working Group	18.75% 3	81.25% 13	18.82% 16
Q1: Airport Experience Working Group	42.86% 3	57.14% 4	8.24% 7
Q1: Technical Working Group	71.43% 10	28.57% 4	16.47% 14
Q1: Focus Group	52.00% 13	48.00% 12	29.41% 25
Total Respondents	41	44	85

#	Q1: AIRPORT VISION COMMITTEE	DATE
1	The questions that I have asked have not been answered, the answers will impact my vision.	5/23/2019 9:20 AM
2	A minor point but, from day one I am not sure which group I am in nor what is the function of each group. The last meeting was most beneficial when the size of the group was reduced to around twenty. Also, I would like to be in the group that might deal with the ground transportation issues at the airport. Am I in that group?	5/23/2019 5:54 AM
3	Where is a detailed map/plan showing where the new improvements will go and showing how it will compromise current operating space for commercial and GA areas. What is the plan to reallocate the space taken up by the new runway/taxiway improvements?	5/14/2019 8:37 AM
4	Not clear if the committee members are in charge of facilitating their own meetings and inviting speakers, or if the consultants are. OUR meetings have been much more productive with our Pilot and co-pilot facilitating, and anecdotal feedback indicated all committee members would prefer that. Also wonder who decided that these meetings must be subject to the CO Open Meetings law. This makes the process very cumbersome and eliminates the educational value of small sub group gatherings.	5/13/2019 5:56 PM
5	We need experts outside of those contracted by the County. We need more time to process and debrief as committees after information is presented.	5/10/2019 10:27 AM
6	WE (THE PEOPLE) need to be able to speak out	5/10/2019 7:40 AM
7	too much talk, no action - too many people on Board	5/9/2019 8:11 PM
8	We seem to invested a lot of time so far. Yes we have learned a lot, but we have not weighed in on much yet.	5/9/2019 5:45 PM
9	The presenters appear to be in favor of the widening of airport and not a balanced presentation	5/9/2019 5:00 PM
10	Somewhat	5/9/2019 3:52 PM
11	Activities have been somewhat superficial and I personally feel the process may be window dressing. It is early in the process but I am not encouraged there will be a meaningful consensus,	5/9/2019 3:03 PM
#	Q1: COMMUNITY CHARACTER WORKING GROUP	DATE
1	It is difficult to discern any direction or consensus the group can agree to. The discussion has been all over the place.	5/24/2019 11:29 AM
2	Our group is spending too much time listening to and talking about certain group members' concerns that this is a bogus process that should never be happening in the first place. Also, despite there being more moderate voices in the group who are actually trying to discuss what the airport might look like in the future through a community lens, we are being effectively shouted down by people who would be happy if the whole process just stopped. This is unfair. If group members are obviously trying to subvert the process, they should be excused from participating.	5/23/2019 10:54 AM
3	It doesn't really seem like we're doing much to affect the process	5/23/2019 7:24 AM
4	Too much mistrust with the group.	5/22/2019 11:13 AM

5	The process has been short on information and information exchange and very long on process. So far, it is clear that consultants are driving, with no clear idea of where they are heading, or any real feel for the community. There seems to be a bias and predetermined outcome, both at the County staff and consultant level. We have been asked to create a "vision" and Values" without a working understanding of some basic information, including the aircraft capable of or proposed to be able to operate at our airport. Even at this point in the process is is not clear what the FAA's priorities are. I hope that the three citizens helping steer the agenda are able to wrest control from the consultants before it is too late. There seems to be increasing skepticism that we can achieve a coherent result based on what we have seen so far.	5/15/2019 4:45 PM
6	Because I have worked on master plans in this area over the years, I am used to beginning with a solid baseline report and then moving from there. Perhaps I am missing that a baseline report has been provided because the information is being provided in 'waves' regarding different topics all under the heading of ' airport'?? I am also used to having our local planning office always be sure that we community members are able to see a much bigger picture....i.e. how airport planning fits into other community planning....in other words, I am used to being able to see the bigger, more comprehensive picture in any planning process. Here, we are approaching airport planning as if it is not a growth generator trigger in the rest of the community....and it is my opinion that we are not learning how airport planning affects the lodge sector planning (for now and what has already been approved), on the highway, parking required if the airport grows, how we will balance locally generated needs at the airport with tourism needs or wants. Though my thinking is not perfectly clear on these matters, I just do not think we are drawing this planning circle wide enough and I would far prefer more leadership from our local planning department....in my mind, they are the ones who know us best, know what other parts of community growth need to be considered at the same time. I realize we are being given large amounts of information but we are not spending enough time in our smaller groups....we are being told a lot but not being asked a lot. Community members need a lot more time to be asking questions.I get the feeling that others on the committees are thinking like I am....We are being told too much but not asked enough.	5/14/2019 4:18 PM
7	We are too big a group to have useful input.	5/14/2019 3:50 PM
8	Too much conversation about details. Not enough conversation about the big picture.	5/13/2019 3:13 PM
9	I wish there was more clarity on exactly what we are trying to come to consensus about. What aspects of the airport are we weighing-in on? We are spending a lot of time with a grand vision, which seems to be too high-level and potentially a waste of time.	5/10/2019 12:37 PM
10	the meeting times/dates have been tough. wish all were published now so that can block in calendar	5/10/2019 12:29 PM
11	Not enough time to focus on core values.	5/10/2019 10:51 AM
12	Not enough structure to the discussions. In my view, the key question is whether the airport needs to be upgraded. I believe there is a majority who would say, resoundingly, yes. The issue becomes what types of upgrades. It seems to me we keep dancing around that issue. For those of us locals who use the airport frequently, there are several areas that are obvious, such as parking.	5/10/2019 8:41 AM
13	A few people want to dominate/Control the conversation to their point of view.	5/9/2019 4:31 PM
#	Q1: AIRPORT EXPERIENCE WORKING GROUP	DATE
1	The fundamental issue boils down to growth. The team needs to create an understanding more forcefully with the no growth contingent that the airport isn't contributing to growth in the valley. Additionally, it is often referred to as an expansion...this should be rephrased as maintaining the status quo for air service, with a terminal to match our branch promise.	5/13/2019 9:30 AM
2	Overall, yes, but we tend to focus to much on solutioning and not enough on the experience itself. There are also some people who monopolize the conversation solutioning and spend a great deal of that time talking about things that are out of the scope of an experience.	5/12/2019 8:57 AM
3	Everything is ambiguous. Nothing about specifics of the airport layout. future traffic, future aircraft, solving traffic issues to and from Aspen, stranded passengers.	5/9/2019 7:59 PM
4	we need less consultants and more committee meetings and we need member chairs not facilitators	5/9/2019 2:27 PM
#	Q1: TECHNICAL WORKING GROUP	DATE
1	technically, we having nothing to review	5/23/2019 9:57 AM
2	Only pro information is being presented.	5/9/2019 5:44 PM
3	Going too slow and repetitive	5/9/2019 4:26 PM
4	Would like to reserve my answer for now until further along in the process.	5/9/2019 2:41 PM
#	Q1: FOCUS GROUP	DATE
1	Pretty much, but so far the sessions have been informational not deliberative and there's still all the work left to be done	5/23/2019 10:06 AM
2	I don't feel as though we are accomplishing anything	5/22/2019 3:20 PM
3	The organization and population of the specific groups seems stacked. I am awaiting input on facilities and impacts of airport design and planning. The hidden agenda for more passengers and more direct large aircraft capacity seems to be steering the outcomes. I hope for more planning discussions and focus on transit. environment, and growth impacts.	5/14/2019 10:03 PM
4	Not adequately emphasizing the future plot shortage at regional airlines. ASE cannot restrict itself to regional aircraft.	5/13/2019 8:11 AM
5	My schedule hasn't allowed me to attend more than 1 meeting	5/11/2019 6:56 AM
6	The selected group seems to be a bit one sided against growth as is 4/5 of the the BOCC. Hence the BOCC appointed individuals.	5/10/2019 2:01 PM
7	Somewhat - I (and others in my group) had expected aircraft/industry trend and forecast experts at the last meeting to better understand the future of aviation, capabilities and advances in planes in terms of sizer, noise, fuel & environmental efficiency. 3 Hours of demographics data and growth statistics was dull and unhelpful. Also need lots more follow-up on values and vision as came out of working groups at May 7th mtg	5/10/2019 10:00 AM
8	I'm not sure what we're hearing and discussing will have any real impact on the ultimate airport design process. We're learning a lot but are also realizing how much the real decisions are out of the hands of any local body. Much of what drives what happens will be up to the FAA.	5/10/2019 8:45 AM
9	I expected more interaction rather than auditorium lectures	5/9/2019 7:35 PM
10	Less planning has happened then I would have expected by this point	5/9/2019 4:55 PM

11 The process is perscribed to the agenda of the county manager and the airport director to advance their purpose and careers in the Airline industry and with the FAA. The answers that are the bulls eye for the ski co ,the airport expanders the corporate commercial players are not the answers to the majorities needs - only the need of the incremental expansionists of the commercial core and the resort brand. The local airport , the intermodal transportation hub, the balance of the quality of life vs. the resort are not considered because the purpose of the AAG is 1 sided to the expansion and growth philosophy. The ASC group of 6 or 7 participants have a direct conflict of interest - lead by their president members of the ski co ex staff are selling their agenda and following a business strategy to exploit the process and the players. Commetties should elect directors. They should make motions second the motions and vote on positions that can be forwarded to the county commissioners. Each volunteer should be able to vote on every point of the conclusions being composed by the consultants and the county employees running the process. It is obvious the management team has their time line process and vocabulary prepared to deliver to the county commissioners to achieve their needs. There should be an EIS done and paid for by the BOCC and the city on the city scape and the county corridor to the city limits. There should be cooperative planning with EagleVail ,Rifle, and Grand Junction to develop a regional air traffic management plan. The denver hub system should be maintained between Use and denver and let the larger more safely located airports deal with the great regional expansion issues. This is all about bringing in larger planes to max the resort facilities so they can expand the commercial foot print of the commercial corporate controllers. This process is lip service with no valid purpose of design and improvement - just expansionism. The charter flight business should not be allowed - therefor there would be no need for a 2nd FBO. Eliminate thru flights of the Are airport and only allow destination turnaround traffic. do not lengthen the wing span limits. do not change the weight limits. develop a ground transportation system -bus,vans,cars from Eagle Vail. have regular train to glenwood bus routes marketed like the airport t v ads. stop spending the FAA's money and creating leverage from the washington lobbyists to say you have to build or pay the money back.

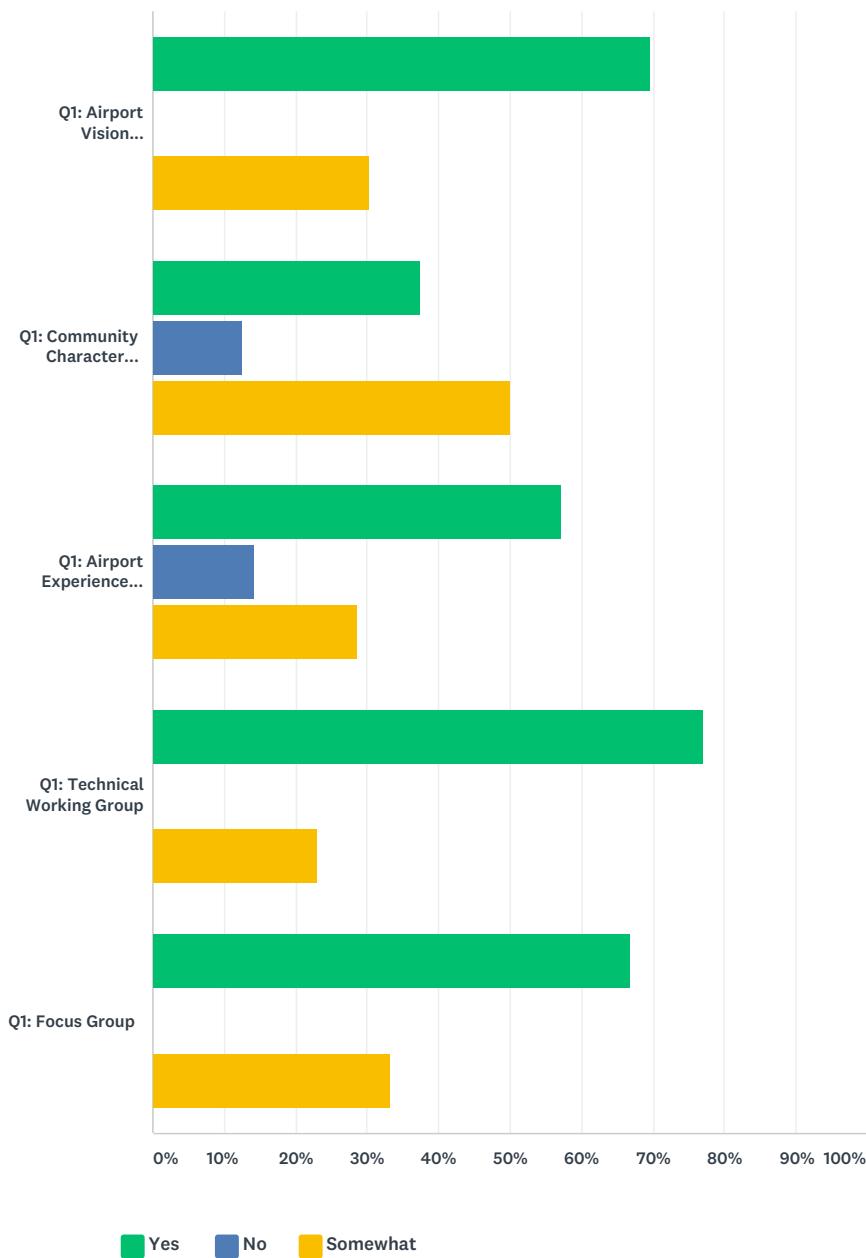
5/9/2019 3:01 PM

12 I'm not impressed with the group running the process for the Commissioners, they don't seem to understand the specialness of our community

5/9/2019 2:49 PM

Q3 Has the information presented thus far been valuable?

Answered: 83 Skipped: 7



■ Yes ■ No ■ Somewhat

	YES	NO	SOMEWHAT	TOTAL
Q1: Airport Vision Committee	69.57% 16	0.00% 0	30.43% 7	27.71% 23
Q1: Community Character Working Group	37.50% 6	12.50% 2	50.00% 8	19.28% 16
Q1: Airport Experience Working Group	57.14% 4	14.29% 1	28.57% 2	8.43% 7
Q1: Technical Working Group	76.92% 10	0.00% 0	23.08% 3	15.66% 13
Q1: Focus Group	66.67% 16	0.00% 0	33.33% 8	28.92% 24
Total Respondents	52	3	28	83

Q4 Why? What has worked well? What could improve?

Answered: 64 Skipped: 26

	WHY? WHAT HAS WORKED WELL? WHAT COULD IMPROVE?	TOTAL	
Q1: Airport Vision Committee		100.00%	28.13%
		18	18
Q1: Community Character Working Group		100.00%	21.88%
		14	14
Q1: Airport Experience Working Group		100.00%	9.38%
		6	6
Q1: Technical Working Group		100.00%	12.50%
		8	8
Q1: Focus Group		100.00%	28.13%
		18	18
Total Respondents	64		64

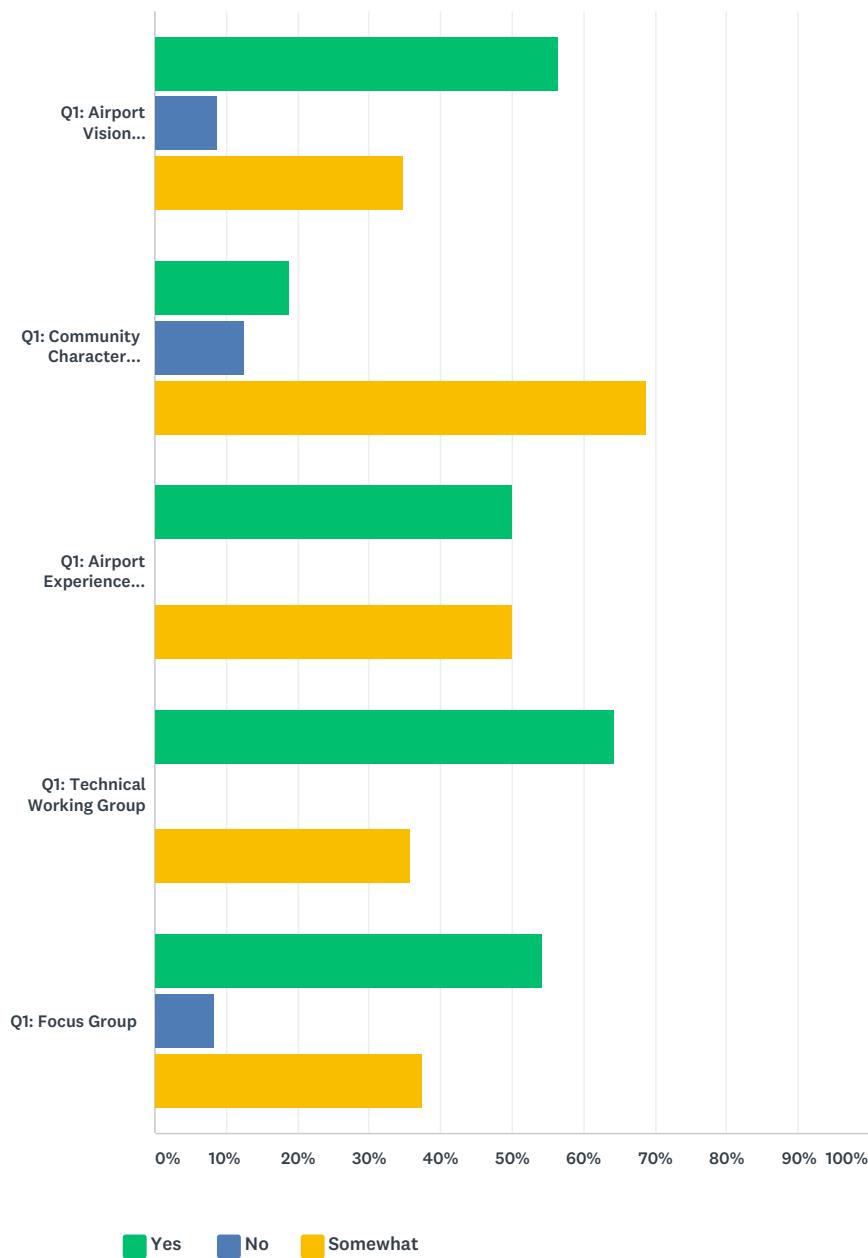
#	Q1: AIRPORT VISION COMMITTEE	DATE
1	Great to have the topic experts sharing the information to establish a baseline for community engagement. We have not met enough in our breakout groups yet and I worry that when so much time elapses between presentations and committee meetings that we will lose the thread.	5/24/2019 5:31 PM
2	I think this is a difficult project and a good job has been done so far herding the cats. One of the major difficulties is predicting the future and we need more information on those best predictions around aircraft type. Again, I have asked questions about landing fees and historic explanements (at the beginning of the process and again at the last meeting) that would be helpful for me to understand going forward. Perhaps a page on the web site that shows questions asked and status of and or actual answers would be helpful for everyone.	5/23/2019 9:28 AM
3	The overall info of the limitations and range of issues to be considered has been very well organized.	5/23/2019 7:04 AM
4	Personally I do not have much experience working with this type of group. I respond better to problems that ask specific questions. Some general questions about the public's position of the AP project have been answered.	5/23/2019 6:06 AM
5	need more specifics -	5/22/2019 7:54 PM
6	Some of the panel members in the General Sessions seem unprepared. Examples: Former FAA attorney and whoever prepared statistics for the last meeting (disagreement on the service area for ASE and the demographics)	5/15/2019 8:50 AM
7	The information from the FAA explaining the absolute need for the runway/taxiway improvements was valuable. Too much question and answer time for the whole group. The improvements will obviously be made eventually, so why not start outlining a plan for adjusting to lost space. How will this affect GA and commercial operations and can the current volume be maintained if parking and current buildings are compromised due to improvements?	5/14/2019 8:44 AM
8	The FAA rep seemed to be threatening in his remarks about the importance of ASE becoming a class 111 airport, and the dire consequences of remaining a class 2/2.5. The May 7 speakers offered some interesting and could have condensed their remarks considerably to 3 or 4 points each, which would have allowed time for the committees to meet in breakouts. Disappointing to sit for 3 hours and parse the salient points. I want more information from John Kinney, NTSB folks and pilots about the realities of ASE and geographical limitations.	5/13/2019 6:01 PM
9	It took awhile but we got information on airport use. What was presented this week, gives excellent guidance on what the airport needs in terms of expansion. I don't understand why we didn't get handouts from the last meeting as the information is technical and needs studying. Please post the handouts on the website right away.	5/10/2019 10:29 AM
10	GOOD HISTORICAL INFO BUT NOW IT IS TIME TO HEAR FROM US	5/10/2019 7:41 AM
11	Not all presentations seem relevant. I'm unclear when there will be a discussion about options for going forward.	5/9/2019 10:59 PM
12	Yes, the information has been good, but I wish we would get it ahead of the meetings so we can show up prepared. This is a motivated group. I am confident that if we received more information (or homework) prior to the meeting, we could use the meeting time more effectively.	5/9/2019 5:46 PM
13	A thorough analysis of the growth that direct flights from the East Coast will have on the Roaring Fork Valley The viable options of cooperation with Eagle Airport	5/9/2019 5:01 PM
14	I have found the information presented to be very important and critical to being able to make sensible recommendations.	5/9/2019 4:10 PM
15	Showing the growth generators as the hotels and condos and VRBO was very interesting along with airlines flying a 60 something percent of full. I think the effort showing that the airport is not necessarily the main growth generator is important and needs to be brought up again.	5/9/2019 3:54 PM
16	Informative	5/9/2019 3:52 PM
17	The legal information was not really useful. The "sharing our values was nice touchy feely but did not provide much to me. I did miss the meeting this week	5/9/2019 3:05 PM
18	Focus on providing factual information to guide decisions. Quick response to requests and questions by group members.	5/9/2019 2:24 PM
#	Q1: COMMUNITY CHARACTER WORKING GROUP	DATE
1	It takes time to analyze what we are hearing and formulate questions in response to the presentations.	5/24/2019 11:40 AM
2	There has been a lot of information, and that's been helpful. But at times it feels imprecisely presented or so loosely presented that it invites skepticism and debate the does not serve to further the process. An example is the method/formula used to determine airport-operations growth, which was discussed at the last meeting. The audience fixated on how population figures were used in the formula, calling into question demographers' numbers. But the formula tested out the best of any option going back in time, and that's the only reason it was used. Peacock tried to help everyone understand that, but it was too late. That phenomenon--imprecision or casual explanations breeding skepticism and conspiracy theories about the process--keeps happening.	5/23/2019 11:45 AM
3	The informational speakers have valuable info to decision making process.	5/23/2019 7:25 AM
4	Detailed information about FAA requirements and how they affect runways and terminal - very helpful. Unfortunately I missed the last 2 meetings so I don't know if there was an opportunity for input from the volunteers. It seems to me that the process has been designed to guide volunteers to the "preferred" decision.	5/16/2019 5:11 PM
5	The information has been presented haphazardly and in a stilted and scripted manner. The must be more open exchange between the committees.	5/15/2019 4:46 PM
6	Please see my answer to earlier question	5/14/2019 4:19 PM
7	I think that we need more input from experts with no skin in the game.	5/14/2019 3:51 PM
8	Information presented is slanted and biased.	5/13/2019 3:14 PM

9	The information, especially the most recent session of data, has been very interesting and useful.	5/10/2019 12:38 PM
10	some folks on committee super vocal, others less so. seems some just want to present their POV vs listening to other POVs	5/10/2019 12:30 PM
11	Nothing is working well. Better independent, non biased presenters. Better focused direction.	5/10/2019 10:55 AM
12	Please see previous answer. Of course, I'm learning a lot about things I did not know about, but I have to ask to what point.	5/10/2019 8:43 AM
13	Make the slides in the same presentation all the same size	5/9/2019 6:36 PM
14	I missed the meeting this week as I am out of town. I want to watch it on line. I am dissapointed As of yesterday it had not been posted. Get the meeting minutes and videos posted faster.	5/9/2019 4:34 PM
#	Q1: AIRPORT EXPERIENCE WORKING GROUP	DATE
1	Good presentations, variety of topics, time for discussion and questions allowed	5/22/2019 2:40 PM
2	With the complexity of the different groups, especially the FAA and airlines, everyone qualifies there statements in generalities that seem like obfuscations. Clarity that the airport project is not an expansion, simply the ability to maintain status quo and upgrade the terminals given the aircraft purchases in the pipeline. The project is designed to give the community options with regards to air service for the next 30-40 years.	5/13/2019 9:33 AM
3	There has been a lot of great general information on the process, scope, and constraints. If we focus on our respective groups, I believe we can provide valuable inputs to the Vision Committee for refinement for the BoCC.	5/12/2019 8:58 AM
4	Experts on future aircraft, airport operations experts, methods to enhance passenger flow problems that exist NOW have not been on the agenda.	5/9/2019 8:07 PM
5	We need more information on how many passengers(75% are tourists) are dumped in Denver with no transportation or are marooned here in Aspen for days with no provided transportation. Aspen Denver is the 3rd worst delayed situation in USA	5/9/2019 2:29 PM
6	Good data has been presented. More efficient use of meeting time.	5/9/2019 2:22 PM
#	Q1: TECHNICAL WORKING GROUP	DATE
1	great back round information. The committees need more time to discuss and analyze our thoughts	5/27/2019 6:20 PM
2	good information, by and large, but seems parsed out slowly.If we do not get something substantial to discuss and assess -- as opposed to merely listening to -- this process will be fractious and, frankly, a failure.	5/23/2019 11:21 AM
3	Presentations by experts has worked well. Minimizing speeches had a rough start but is better now.	5/22/2019 3:28 PM
4	Infromation presented is valid, up-to-date and relevant	5/22/2019 3:08 PM
5	Working well.	5/10/2019 11:58 AM
6	The presentations were timely and appropriate.	5/10/2019 8:49 AM
7	Basic background and statistical type of information is helpful. The presentation by the former General Counsel for the FAA was not particularly clear.	5/9/2019 2:44 PM
8	We haven't really dug into the technical aspects of the project and we're near roughly 1/3 through?	5/9/2019 2:42 PM
#	Q1: FOCUS GROUP	DATE
1	The FAA lawyer was although he didn't seem to be well versed in exactly what the proposed work is. The growth presentation was ok, but the inclusion of the colorado river basin portion of the rfa service area in the kase service area was a mistake. Ditto eagle river valley. So the growth/demand projections we heard are not in my mind reliable. As to the future available fleet mix analysis, that has not been well presented so far. Most of the info on that has been developed in q&a sessions and not presented as a coherent whole. It's a moving target, i know, but that info needs to be better presented and understood.	5/23/2019 10:12 AM
2	Control grandstanding/influencing	5/22/2019 3:20 PM
3	Good speakers and info. Remind people of the timeline and process.	5/15/2019 10:26 PM
4	I think the information is good and important for the process.	5/15/2019 3:33 PM
5	There has been good foundational information supplied to this point.	5/14/2019 10:04 PM
6	Safety is a priority, of course. Airline operations are very safe in the US. The last US airline crash was over 10 years ago, resulting in the FAA raising the pilot minimum hours. The airlines fly larger aircraft into Eagle without crashing them.	5/13/2019 8:11 AM
7	Even though I could not attend I can follow using the online resources	5/11/2019 6:57 AM
8	More input from the airlines and the airport users as to whats needed for a safe, secure, and intuitive airport structure/facility	5/10/2019 2:02 PM
9	I am very satisfied	5/10/2019 12:39 PM
10	The facilitators for our group are excellent	5/10/2019 10:28 AM
11	The breakout group conversations are good - at least my Focus Group is. We have a core group of extremely bright, engaged people who seem to committed to the process even though the actual role of the Focus Group is not completely clear at this point. Do our opinions and outcomes have any true relevance to the final Vision and decisions? Also, see my previous answer about need for improvement on panel discussions which thus far seem to have had too few relevant "experts". Still need clarity about what the FAA is mandating and over which we have no control - i.e. a laundry list of what is a "done deal" and a requirement, so that time is not wasted discussing things that are out of the citizens' sphere of influence. Safety seems to be one of those things. We ALL want the safest possible airport, but that is a given and ultimately up to the FAA to design, regulate and mandate. More practical details need to be considered & designed by the working groups. Also I have no understanding of what the role of the highly paid "consultants" is and who they are. What are they bringing to the process? Did I hear \$1.5 Million for their compensation?? What are the County and we citizens receiving for that huge amount of money and who is paying for that? Each group seems to have its own citizen facilitators who are running the groups well and are experienced in the culture and diversity of the Valley. With the exception of Miles, who is an excellent facilitator, the rest just seem to be in the background. Will they ultimately get some sort of contract for managing the actual project of building a new airport? There needs to be more transparency about all this.	5/10/2019 10:09 AM
12	As far as it goes, yes. This is such a complex, varied and controversial subject that I'm sure it's difficult to cover everything. The info is putting to rest a lot speculation on various topics, i.e. how will we handle safety? Answer -- the FAA will. What will the impact of larger planes be? Answer: Newer, larger jets are not necessarily bad. They're actually more fuel-efficient and quieter. Those of us who are taking the trouble to come to all the sessions are receiving a vast amount of information. I hope it's all organized and compartmentalized at some point so we can put together a wise and strategic plan.	5/10/2019 8:51 AM
13	Myle's clear coordination of a variety of input during our meetings. There's a level of mutual respect for different ideas in meetings.	5/10/2019 4:23 AM
14	The FAA discussion was helpful to understand the actual facts and where the airport currently stands. It feels as if the end has already been determined and the process is just filling.	5/9/2019 7:38 PM
15	worked well	5/9/2019 5:23 PM
16	Most of it was valuable but I think there are some things that not all the groups needed to know.	5/9/2019 4:56 PM

17	The fact that Peacock opened the committee with the statement that the CJ& series is not going away.kicked tomsich in the nuts and eliminated the lies that we need to expand the airport to accommodate new generation planes	5/9/2019 3:04 PM
18	i want to know more about what is already semi-agreed could happen, so I can better communicate what should come out of our efforts	5/9/2019 2:51 PM

Q5 Have the meeting formats thus far been engaging?

Answered: 83 Skipped: 7



■ Yes ■ No ■ Somewhat

	YES	NO	SOMEWHAT	TOTAL
Q1: Airport Vision Committee	56.52% 13	8.70% 2	34.78% 8	27.71% 23
Q1: Community Character Working Group	18.75% 3	12.50% 2	68.75% 11	19.28% 16
Q1: Airport Experience Working Group	50.00% 3	0.00% 0	50.00% 3	7.23% 6
Q1: Technical Working Group	64.29% 9	0.00% 0	35.71% 5	16.87% 14
Q1: Focus Group	54.17% 13	8.33% 2	37.50% 9	28.92% 24
Total Respondents	41	6	36	83

Q6 Why? What has worked well? What could improve?

Answered: 53 Skipped: 37

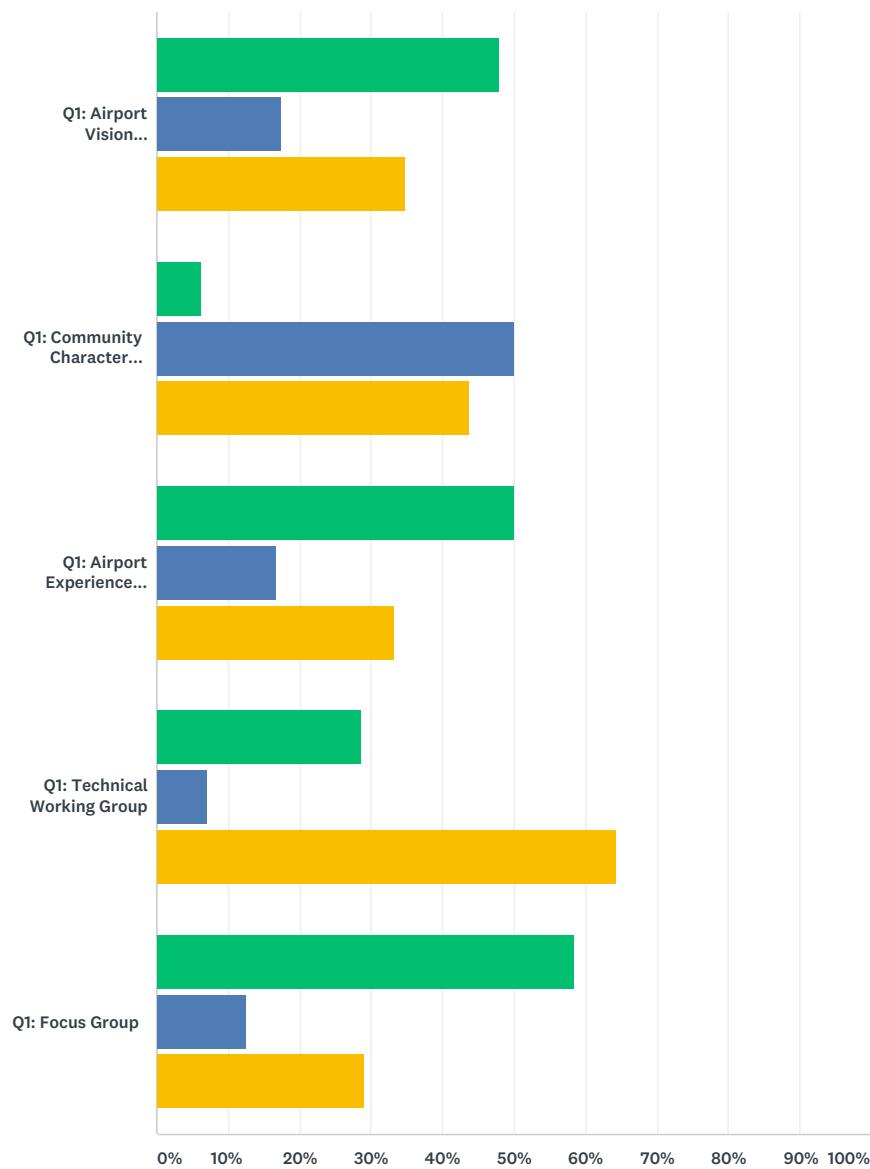
	WHY? WHAT HAS WORKED WELL? WHAT COULD IMPROVE?	TOTAL	
Q1: Airport Vision Committee		100.00%	33.96%
		18	18
Q1: Community Character Working Group		100.00%	24.53%
		13	13
Q1: Airport Experience Working Group		100.00%	9.43%
		5	5
Q1: Technical Working Group		100.00%	9.43%
		5	5
Q1: Focus Group		100.00%	22.64%
		12	12
Total Respondents	53		53

#	Q1: AIRPORT VISION COMMITTEE	DATE
1	Relevant topics and making time for all the Q and A has been positive.	5/24/2019 5:32 PM
2	The basic strategy of informing first makes sense. You are treading a difficult line, I suspect we will be more and more in Committee meetings as we digest general info. I hope so because the committee meetings help, theoretically, reduce the number of "large" questions based on info provided. EG does the size/capacity of the the airport generate growth in the community? This is a key question that I would like to see a consensus around. I say it is zoning, growth control and amenities that drive growth, not the size of the airport. If there are no beds available, no one will book flights to come here.	5/23/2019 9:34 AM
3	I like the combination of bigger group presentations and smaller group discussions. They have been candid and informative.	5/23/2019 7:05 AM
4	Last meeting; smaller group size was welcome. Name tags and personal info packets were all left at the entry table.	5/23/2019 6:11 AM
5	want more anonymous write in suggestions	5/22/2019 7:55 PM
6	The audience questions are the highlight	5/15/2019 8:50 AM
7	Too much time wasted on question and answer sessions. Just get to the nitty gritty, so as a group, decisions can be made on how to move forward, considering the improvements MUST be made to satisfy the FAA and continue operations in the future.	5/14/2019 8:47 AM
8	I got a little glassy eyed at each large meeting due to the abundance of somewhat irrelevant information that was not broken down into what really is relevant. The break out committee meetings are far more useful.	5/13/2019 6:04 PM
9	It's a lot of information, but it's necessary for good decisions to be made.	5/10/2019 10:30 AM
10	GOOD HISTORY, NOW IT IS TIME TO LAYOUT THE FUTURE VISION	5/10/2019 7:42 AM
11	Long meetings need more interaction with members.	5/9/2019 11:00 PM
12	The presentations have been informative. Many of the question and answer periods have the presentations have been less so. If there are follow up questions, lets get them in writing and follow up on them (comprehensively and thoroughly) in writing. This will hopefully take away some to the show boating that goes in the question/ answer period and still allow for good necessary information to flow to all of the groups. I know it would be more work for staff, but I think it would use the limited time of the boards more effectively.	5/9/2019 5:49 PM
13	good information although slanted for expansion of the facilities in my mind	5/9/2019 5:02 PM
14	It is a bit challenging when individuals participate only to push their personal agendas. This is not a flaw of the process, rather and observation.	5/9/2019 4:12 PM
15	Not enough time for the committee members to interact with one another	5/9/2019 3:53 PM
16	The information meeting for experts have been structured well. the expert info could have been better. The group meetings diverge from topics too much and I am not interested in peoples anecdotes or history.	5/9/2019 3:07 PM
17	Keep trying to provide all the vast information points we need to drive a thoughtful discussions and good decisions.	5/9/2019 2:26 PM
18	Too much time devoted to questions from people who appear to need to hear themselves talk.	5/9/2019 2:23 PM
#	Q1: COMMUNITY CHARACTER WORKING GROUP	DATE
1	What do you mean by engaging? Charming, appealing, attractive, pleasant??	5/24/2019 11:42 AM
2	There's been a bit of information overload. The presentations have been fascinating, but having the FAA counsel speak and then getting other technical data on top of that is a bit much.	5/23/2019 12:25 PM
3	The large informational groups with all committees have interesting info that seem valuable but feel like the question / answer and break out sessions are lacking in proper moderation and are inefficient. To be honest, it feels like instead of the process really getting at what the community wants the process is built around validating an existing decision already made at some level.	5/23/2019 7:27 AM
4	Too many people on the committee seems to not trust the answers given, making the process very bogged down.	5/22/2019 12:23 PM
5	Explain the ways in which the information presented by the consultants could apply to a particular committee or issue. Then stop and take comments or questions at each point rather than letting concerns get lost in the "big picture."	5/16/2019 5:14 PM
6	Again ... too many voices.	5/14/2019 3:51 PM
7	Backwards planning. We need to figure out the answer to "How much is enough" before we can plan anything -- traffic lanes, lodging pillows, housing, airport capacity, etc.	5/13/2019 3:16 PM
8	The use of our time has been somewhat disrespectful. At the first meeting, you made us sit there for over an hour while every crazy person in town was allowed to ramble on. More recently, you had us all get settled in the library room, said 2 minutes worth of things and then moved us to our different rooms and we got settled again. This was a waste of 30 minutes or more. Mavis is doing a good job facilitating, but both her and Cindy could, in my opinion, be more direct and facilitate more. There are still voices that are taking up a lot of space and not providing useful direction	5/10/2019 12:40 PM
9	Let the group follow its own path, without so much "guidance" from the consultants and county.	5/10/2019 11:02 AM
10	Can we please get to the issue of what needs to be improved and why.	5/10/2019 8:44 AM
11	The last Q & A was better after the presentations from Game and Linda. Previously, the audience questions were rephrased by Kathleen, and I thought it was unnecessary; the intensity, concern, angle of the query was softened.	5/9/2019 8:14 PM
12	Presentation first and then Q&A	5/9/2019 6:37 PM
13	Since the FAA is the overarching agency involved it was a good place to start. Our discussions about community values didn't work as well as it devolved into values for the airport.	5/9/2019 4:36 PM

#	Q1: AIRPORT EXPERIENCE WORKING GROUP	DATE
1	Yes, but have only met with designated work group twice, I'm not sure that work specific to our group (experience) is truly being produced.	5/22/2019 2:42 PM
2	It has been a good balance of large group learnings and small group discussions. There is a fine line between letting people have their say in the small groups and letting them take over the conversation. The facilitators have a tough job but are doing it well.	5/12/2019 8:59 AM
3	Obtain specific operational experts to look at ASE and report back on the options now and in the future.	5/9/2019 8:08 PM
4	More committee discussions needed and facilitated by members not by hired folks	5/9/2019 2:30 PM
5	Valuable information presented.	5/9/2019 2:24 PM
#	Q1: TECHNICAL WORKING GROUP	DATE
1	Good information by a limited set of experts, fairly well open to discussion and sharing of opinions, but too slow and too limited.	5/23/2019 11:34 AM
2	I like the combination of large group and small group	5/22/2019 3:29 PM
3	Combination of small groups and plenary sessions have been effective. I think, at this point, our group leader needs to facilitate assertively, keep the discussion on-topic and moving forward	5/22/2019 3:10 PM
4	Last minute additions and schedule change have been challenging. Two meetings in back to back weeks during the middle of the off season, one of which was added with less than three weeks notice, was not well planned.	5/22/2019 8:12 AM
5	The last meeting was called for 4PM, and it started at 4:15. Time is money, let's either start on time or call it a day. Starting late only pacifies the ones who SHOW UP late.	5/9/2019 2:44 PM
#	Q1: FOCUS GROUP	DATE
1	I'm always a little suspicious when communication pros are on the payroll, but they don't appear to be steering the process too much, and that's good. I understand this is a little like herding cats, so that's ok. Sooner or later though, the 4 groups are going to start to have to start interacting and putting pen to paper.	5/23/2019 10:15 AM
2	I think the moderators could be better at keeping participants to the tasks. We have one very long winded, important to himself participant who often derails the conversation.	5/15/2019 3:34 PM
3	Knowing where we stand prior to drilling down helps	5/11/2019 6:59 AM
4	Informational	5/10/2019 10:29 AM
5	All have been with the exception of the last one on demographics, etc. The Vision/Values session was excellent, as Miles is a fabulous facilitator and our focus group was extremely engaged, on time and on point, with very robust and constructive conversation on very pertinent issues. When will we hear greater detail about the outcomes of those working group findings? All that hard work cannot be ignored and needs to be woven into every session going forward.	5/10/2019 10:11 AM
6	The presentations themselves have been very good. But you're trying to be so all-inclusive that we spend a lot of time on Q&A, with basically the same folks always asking questions, some of which are repetitive and self-serving. It's getting old.	5/10/2019 8:52 AM
7	Factual data has been presented.	5/10/2019 4:24 AM
8	The discussion about housing in the valley was not inspirational and I did not understand its relevancy. It would be great that when questions are asked, if they are unanswered, follow up occur with the correct answer.	5/9/2019 7:44 PM
9	lots of info, much available online too	5/9/2019 5:24 PM
10	They have mostly been good but, I think the question period could have been shortened. I think there should be more email answers less in person	5/9/2019 4:58 PM
11	its completely topsides to Peacock and Kinneys goals and needs.	5/9/2019 3:05 PM
12	too much pre-packaged presentations. Also, why can't we see the meetings on-line, either streamed or available on the site	5/9/2019 2:52 PM

Q7 Do you feel confident in achieving an airport vision by the end of the year, given the pace of the process?

Answered: 83 Skipped: 7



■ Yes ■ No ■ Somewhat

	YES	NO	SOMEWHAT	TOTAL
Q1: Airport Vision Committee	47.83% 11	17.39% 4	34.78% 8	27.71% 23
Q1: Community Character Working Group	6.25% 1	50.00% 8	43.75% 7	19.28% 16
Q1: Airport Experience Working Group	50.00% 3	16.67% 1	33.33% 2	7.23% 6
Q1: Technical Working Group	28.57% 4	7.14% 1	64.29% 9	16.87% 14
Q1: Focus Group	58.33% 14	12.50% 3	29.17% 7	28.92% 24
Total Respondents	33	17	33	83

Q8 Why? What would you change?

Answered: 56 Skipped: 34

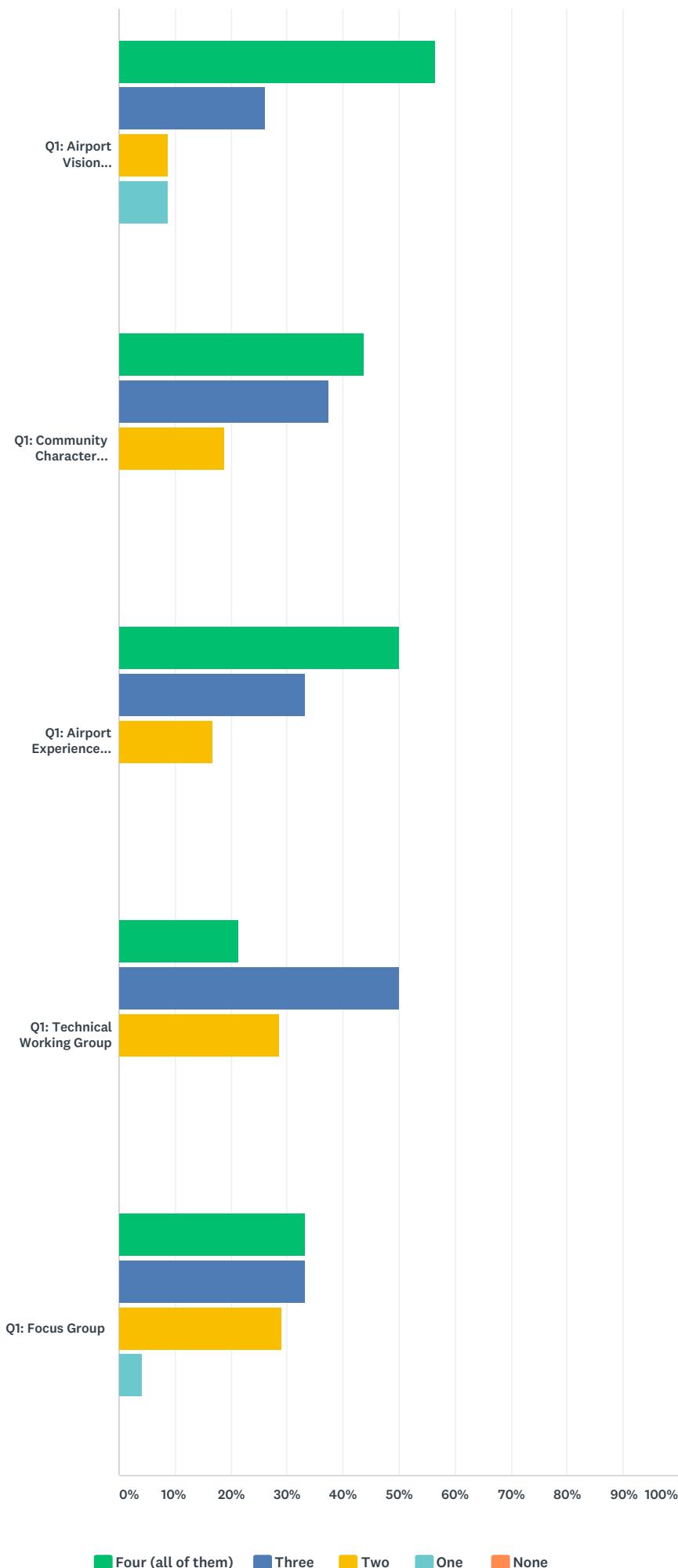
	WHY? WHAT WOULD YOU CHANGE?	TOTAL
Q1: Airport Vision Committee	100.00% 17	30.36% 17
Q1: Community Character Working Group	100.00% 14	25.00% 14
Q1: Airport Experience Working Group	100.00% 6	10.71% 6
Q1: Technical Working Group	100.00% 7	12.50% 7
Q1: Focus Group	100.00% 12	21.43% 12
Total Respondents	56	56

#	Q1: AIRPORT VISION COMMITTEE	DATE
1	I'm definitely concerned that there are a lot of people involved and that certain groups are trying to sabotage the process. I would strengthen the facilitation of the community engagement group and try to focus the focus group and finally breakdown the advisory process into the key specific questions and answer them in the right order so that we can come to a common conclusion. Hopefully that's where we're headed, but so far it's moving slowly.	5/24/2019 5:34 PM
2	Hard to say. I don't know how the committee functions and issues it's findings. Majority rule? Majority and minority statements? Unanimity? What general categories do we want to address? Perhaps it would be a good idea to meet as a committee and identify the questions we want to answer in our final recommendation?	5/23/2019 9:36 AM
3	Nothing please keep to the schedule.	5/23/2019 7:05 AM
4	What is the committee time frame, moving forward? Approximately when are the next meetings, and is there a committee end point?	5/23/2019 6:17 AM
5	Depends on whether we are engaged in a 'Self fulfilling prophecy' or a real and honest process	5/15/2019 8:51 AM
6	At this point, the group should be working on how to accomplish the improvements and maintain/improve the current volume, safety, customer experience. Seems the group feels that the improvements are still an option and not a definite future event.	5/14/2019 8:50 AM
7	I resonate less with a vision than I do with addressing what is in reality possible given the geographical limitations of ASE, and the possible need John Kinney mentioned about having to condemn land along Owl Creek Rd in order to widen the runway and taxi way. Plus I am not clear that if they are not widened, will we have to pay back the FAA for the monies already spent. The key meeting is on June 6 on safety,	5/13/2019 6:10 PM
8	I think we can create a vision in time for the end of the year. I think it's important to be taking attendance at meetings, I don't think decisions should be made including people who have not fully participated in the information gathering and discussions	5/10/2019 10:31 AM
9	THE PACE HAS BEEN GREAT, NOW LETS GET TO WORK	5/10/2019 7:43 AM
10	I think we will have visions.	5/9/2019 11:02 PM
11	At this point, have only spent one meeting discussing values. The rest of the meetings have been (necessary) gathering necessary background and learning. In order to meet the timeline, actual discussions (not just soliloquys/monologues) are going to need to start soon.	5/9/2019 5:52 PM
12	well organized and funded process	5/9/2019 5:04 PM
13	I worry that many participants arrived to this process with a predetermined outcome and are just there to convince everyone. It may be challenging in the end to come up with real recommendations as a group.	5/9/2019 4:14 PM
14	I am concerned that so many folks involved it will be difficult to keep them all focused on their specific team goals without looking at their personal agendas	5/9/2019 3:56 PM
15	The meetings and process could be structured better	5/9/2019 3:53 PM
16	I don't see how information will really be developed to create a consensus. I also think the divergent views are too personalized and there is not room for compromise. I don't know how to change it. Them that don't want airport modification or improvement appear really intransigent and want the status quo no matter what the results. And those that are for improvement are not as sensitive as needed to local concerns. My experience on projects that have volunteer citizen groups is that it is mostly people with vested interests who apply and they often represent the extremes of the viewpoints on options. I am not certain leadership is guiding the discussion of outcomes strongly enough. They listen graciously but are not asking probing question to bring real solutions into the discourse.	5/9/2019 3:13 PM
17	Pace could speed up a bit, be more targeted.	5/9/2019 2:24 PM
#	Q1: COMMUNITY CHARACTER WORKING GROUP	DATE
1	The Pitkin County Master Plan needs to be updated first.	5/24/2019 11:45 AM
2	Again, there is a significant number of people who are not engaging in the process in good faith.	5/23/2019 12:26 PM
3	I don't think there's nearly enough time dedicated to the process to get a vision that truly reflects the community as a whole's vision.	5/23/2019 7:30 AM
4	I would really love achieving a vision by the end of the year, but with the mistrust within the group, it will be a challenge.	5/22/2019 12:24 PM
5	Despite the number of meeting so far, I don't feel I know where this process is going.	5/16/2019 5:15 PM
6	As previously stated, there should be far less consultant involvement and more data that is credible and logically presented.	5/15/2019 4:47 PM
7	see my earlier answers	5/14/2019 4:20 PM
8	Smaller better informed groups	5/14/2019 3:52 PM
9	The end-of-year deadline is artificial. The FAA was not requiring this "planning" for another few years. This rush is being pushed by those who stand to hugely gain financially, not by those who love the community. Slow down.	5/13/2019 3:19 PM
10	I hear that in the summer we will start to focus on the actual aspects of the airport and start to form our recommendations about each aspect. Hopefully our group can do this productively, but I'm fearful.	5/10/2019 12:41 PM
11	There is no need to conclude by the end of this year. There needs to be an update of the country's master plan that the airport fits into.	5/10/2019 11:04 AM
12	We're spending too much time dancing around the question of what needs to be improved.	5/10/2019 8:45 AM

13	Too many people with too much passion to focus on a vision. I wonder if vision is the correct term for a final recommendation from this committee. A vision could end up as pie-in-the-sky dreams. Many participants seem skeptical of the process, unconvincing about the data. In our breakaway groups, moderators need to keep people on topic. Some committee members need to tell their own stories, which are not always to the point.	5/9/2019 8:35 PM
14	Maybe but there is a long way to go in our group.	5/9/2019 4:36 PM
#	Q1: AIRPORT EXPERIENCE WORKING GROUP	DATE
1	Ability for core work-groups to discuss ideas and concerns to their specific areas of focus, most discussions broad and general in nature so far	5/22/2019 2:44 PM
2	I feel the groups opposed to the airport upgrades are so entrenched that no amount of meetings will change their position. The envisioning groups and county commissioners need to take a stand that this project is moving forward and the envisioning group is guiding the design and experience within the parameters over which it has influence.	5/13/2019 9:37 AM
3	So far it seems like we are on track against the road map. The key will be providing deliverables to the Vision Committee later in the year.	5/12/2019 9:00 AM
4	The wrong kind of speakers not tackling current issues and projecting future options are wasting our time. Time will be up and the committees will be asked to report. The BOCC needs to step up to the plate and demand operational info projected about ATC, passenger and terminal experienced operators, what to do about FBO. Instead decision time will come and the public will mistakenly be led to feel meaningful decision-making has occurred.	5/9/2019 8:20 PM
5	Provided more activities by committees	5/9/2019 2:31 PM
6	I think some people are looking at the process as Growth vs. no growth. But even if there isn't a single additional passenger to come thru the airport doors, the airport can't sustain the current situation -	5/9/2019 2:25 PM
#	Q1: TECHNICAL WORKING GROUP	DATE
1	More committee time	5/27/2019 6:21 PM
2	It is not structured to achieve a consensus. Given the membership of the full ensemble that is unlikely, in any case, but I would think that if we were given more substance to discuss in subcommittees we'd have a greater chance to reach a middle ground.	5/23/2019 11:38 AM
3	I feel we'll get high-centered on whether the airport generates growth or responds to growth. I feel some may think that a crappy undersized facility is a growth management tool.	5/22/2019 3:30 PM
4	Clearly, the ASE leaders have invested a lot of resources in this process, have made it clear that they are going above and beyond what is expected and want quality outcomes, and have selected a strong project team	5/22/2019 3:11 PM
5	There are still a wide variety of opinions in the room, many of which are unlikely to change.	5/22/2019 8:14 AM
6	The technical committee needs more time to discuss and come to consensus. However, we are scheduling more meetings. John Kenny has been an extremely valuable resource.	5/10/2019 8:53 AM
7	I would curtail the diversionary discussions about eliminating commercial service by removing it to Rifle or something of that nature. I believe the premise that Aspen itself is seeking to provide and solve for its own service is fundamental to the exercise. Challenging the very existence and function of local air service is a diversion and digression unworthy of serious consideration. It wastes the time, focus and energy of the task force. If you believe commercial air service should not be provided at the Aspen Airport, fine, say it once, make your case, then dutifully leave the process as you are not otherwise positively contributing to solutions.	5/9/2019 2:52 PM
#	Q1: FOCUS GROUP	DATE
1	At a meeting per month, the work won't get done. Once the once a month presentations are over, each of the four groups will need to meet more often to get anything done.	5/23/2019 10:16 AM
2	Don't know	5/22/2019 3:21 PM
3	We need to approach the major airlines and ask what aircraft would they ideally operate into ASE? What wingspan? What max landing weight?	5/13/2019 8:11 AM
4	We are at the point where we have to do something.	5/11/2019 6:59 AM
5	More focus needs to be placed on the repercussions of failing to complete the process and the BOCC select a vision prior to the end of Jan...	5/10/2019 2:03 PM
6	It will take longer than a year to get there, especially given the diversity of opinions and focus that each working group seems to have. We need to get past the "over-growth" fears, recognize that some form of new airport and airplanes are necessary to keep the airport going for the next 30 years, understand that at the end of the day this is a Valley whose economy is tourist-centric & therefore requires a highly efficient, functioning airport with a wide range of flight choices from schedules to plane sizes to pricing of flights to effective ground transportation to a second FBO; competition amongst airlines and operators will breed excellence and provide choices that will appeal to a wider variety of travelers. Until the nitty-gritty of concept, design and execution can be formulated with relative cohesion, collaboration and agreement, the process will just go on and on with too many diverse directions and no resolution on what to ultimately present to the BOCC.	5/10/2019 10:12 AM
7	As a focus group member, I don't feel like we'll have real input into the vision process and I have no idea at this point what the other groups are discussing or doing. It would be helpful, at some point soon, to have a report out on the various groups. Our second working group meeting was great! We all sat in a small, windowless room in a circle and got to hear each other's thoughts and ideas. I don't know if any of those thoughts or ideas will go anywhere, since we're not one of the "real" working groups, but there were some really interesting and valuable information expressed.	5/10/2019 8:54 AM
8	It feels like a vision is coming after plans have already been submitted.	5/9/2019 7:45 PM
9	no change	5/9/2019 5:24 PM
10	I think real planning needs to start happening.	5/9/2019 4:59 PM
11	There is no master plan that has been approved. We went from envisioning a master plan to implementing the plan of the airport and county managers	5/9/2019 3:06 PM
12	not clear what the direction forward is to be	5/9/2019 2:52 PM

Q9 How many Airport Advisory Group meetings have you attended?

Answered: 83 Skipped: 7



■ Four (all of them) ■ Three ■ Two ■ One ■ None

	FOUR (ALL OF THEM)	THREE	TWO	ONE	NONE	TOTAL
Q1: Airport Vision Committee	56.52% 13	26.09% 6	8.70% 2	8.70% 2	0.00% 0	27.71% 23
Q1: Community Character Working Group	43.75% 7	37.50% 6	18.75% 3	0.00% 0	0.00% 0	19.28% 16
Q1: Airport Experience Working Group	50.00% 3	33.33% 2	16.67% 1	0.00% 0	0.00% 0	7.23% 6
Q1: Technical Working Group	21.43% 3	50.00% 7	28.57% 4	0.00% 0	0.00% 0	16.87% 14
Q1: Focus Group	22.22% 5	33.33% 8	33.33% 8	3.33% 1	0.00% 0	100.00% 23

Q1: Focus Group	33.33% 8	33.33% 8	29.17% 7	4.17% 1	0.00% 0	28.92% 24
Total Respondents	34	29	17	3	0	83

Q10 If you attended two meetings or less, why? What would make the meetings more accessible or valuable?

Answered: 29 Skipped: 61

	IF YOU ATTENDED TWO MEETINGS OR LESS, WHY? WHAT WOULD MAKE THE MEETINGS MORE ACCESSIBLE OR VALUABLE?	TOTAL	
Q1: Airport Vision Committee		100.00%	37.93%
		11	11
Q1: Community Character Working Group		100.00%	24.14%
		7	7
Q1: Airport Experience Working Group		100.00%	10.34%
		3	3
Q1: Technical Working Group		100.00%	6.90%
		2	2
Q1: Focus Group		100.00%	20.69%
		6	6
Total Respondents	29		29

#	Q1: AIRPORT VISION COMMITTEE	DATE
1	I was out of town for the last two as my schedule is crazy. I had a longstanding conflict for the fourth one. The third one was scheduled last minute and right on top of an out of town meeting that I could not miss. future meetings should be scheduled now and based on some committee member feedback on availability to find the optimal days.	5/24/2019 5:37 PM
2	I missed 1 but watched the video. I also toured the airport itself and found that exercise very valuable and would encourage that as often as possible. Maybe even a full meeting should occur at the airport?	5/23/2019 9:38 AM
3	Attended all	5/23/2019 7:06 AM
4	inconvenient times	5/22/2019 7:55 PM
5	Less question and answer sessions for the entire group. Questions can be asked and answered via email. The meetings should focus on how to move forward with the necessary improvements and maintain/improve current operations.	5/14/2019 8:54 AM
6	See my previous comments	5/10/2019 10:32 AM
7	VERY GOOD ORGANIZATION AND IMPORTANT INFORMATION.....NOW LETS GET TO THE POINT AND BE READY WITH THE AIRPORTS FUTURE.	5/10/2019 7:46 AM
8	I attended 3 and watched the other. Recordings are helpful	5/9/2019 11:03 PM
9	Although I have attended all of the meetings, I do want to reiterate that preparing a packet of information for participants to study in advance (just like you do for BOCC meetings) would be very effective and help us better utilize our limited time together.	5/9/2019 5:55 PM
10	not applicable	5/9/2019 5:04 PM
11	Attended all meetings, but specifics generating the need for the runway relocation remain somewhat unsupported. Two questions remain: are there really no 95' wingspan planes in the offing, and are our current variations really in jeopardy if we remain with 95' aircraft.	5/9/2019 2:29 PM
#	Q1: COMMUNITY CHARACTER WORKING GROUP	DATE
1	I was out of town this spring, .	5/24/2019 11:46 AM
2	I have followed up with the online recording and notes - I run an organization and had travel commitments during two of the meetings. Also the group is very frustrating and it makes me want to check out.	5/22/2019 12:25 PM
3	scheduling conflicts caused me to miss 2 meetings. I plan to attend all in the future.	5/16/2019 5:15 PM
4	I was out of town with family twice....those trips were planned before I knew dates of meetings	5/14/2019 4:21 PM
5	I attended all four.	5/13/2019 3:19 PM
6	I've been able to attend, but it is a big ask for me to get work off and find child care. Please keep this in mind when planning how to use our time - its valuable.	5/10/2019 12:42 PM
7	conflicts/out of town. publishing all dates now for all meetings	5/10/2019 12:31 PM
#	Q1: AIRPORT EXPERIENCE WORKING GROUP	DATE
1	NA	5/9/2019 8:20 PM
2	NA	5/9/2019 2:31 PM
3	I don't have child care coverage for all meeting times. If meetings took place during the work day that would be better.	5/9/2019 2:25 PM
#	Q1: TECHNICAL WORKING GROUP	DATE
1	One meeting was attended via phone and I watched one in its entirety on video due to schedule conflicts. The video recording and posting has been very well done!	5/22/2019 8:16 AM
2	I could not attend the last two meetings due to conflicting business commitments and regulatory hearings, the scheduling of which I have/had no control over, but had to attend.	5/9/2019 2:54 PM
#	Q1: FOCUS GROUP	DATE
1	Scheduling conflicts; I travel for work (mostly in the spring)	5/11/2019 7:00 AM
2	The March meeting we were in Kauai; May 6th meeting I had a business conflict (however, Harrison Sach shared with me the highlights of our airport current demographics, overall airport trends from the meeting).	5/10/2019 4:26 AM
3	I had conflicts, out of town, guests in town, art classes ... unavoidable	5/9/2019 5:25 PM
4	Live in Denver part time.	5/9/2019 3:51 PM
5	I work for a living. I travel. Iam out of town right after the ski season	5/9/2019 3:08 PM
6	video availability for those whose schedules don't allow for attendance	5/9/2019 2:53 PM